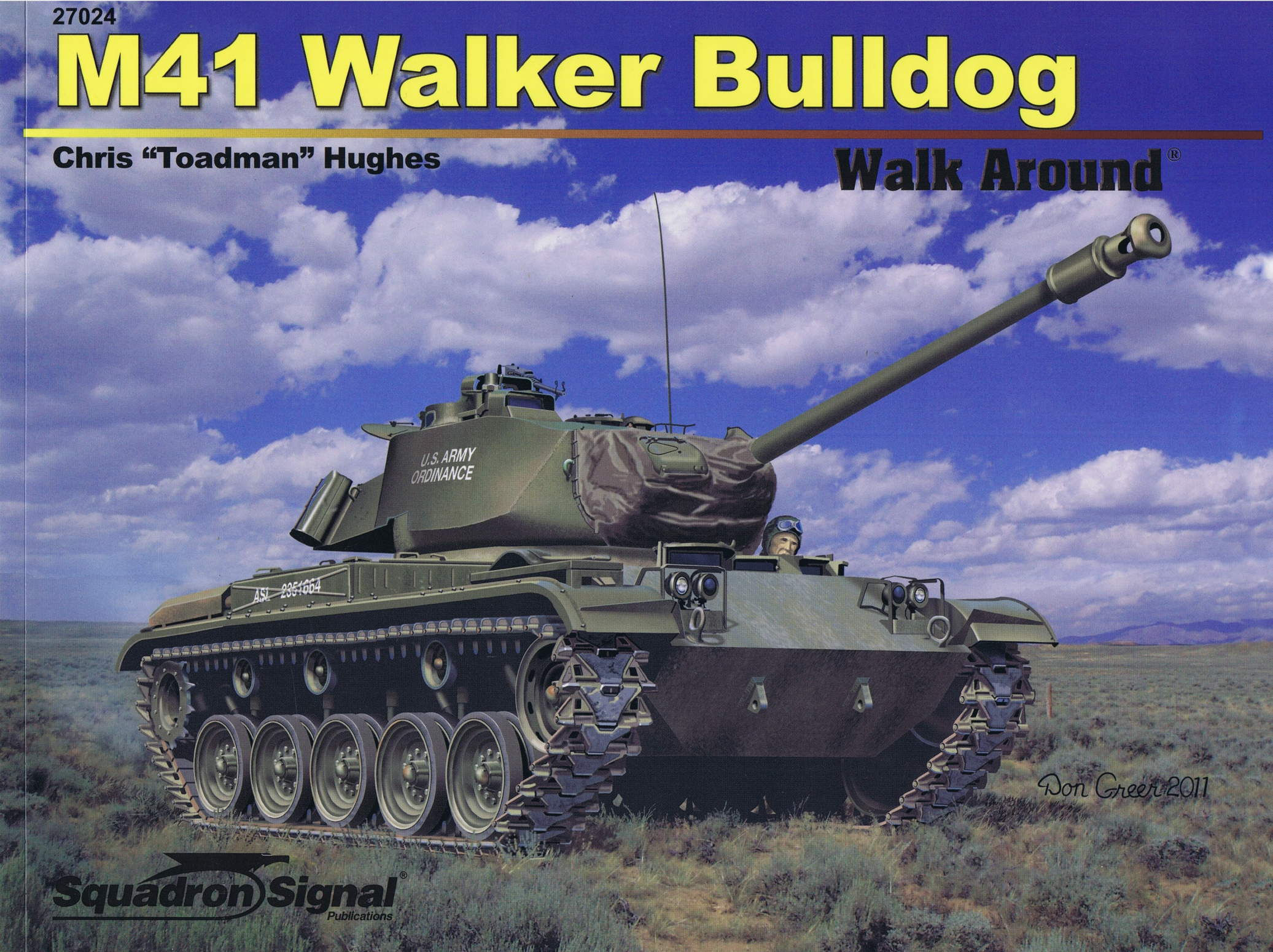
27024

M41 Walker Bulldog

Walk Around®

Chris "Toadman" Hughes

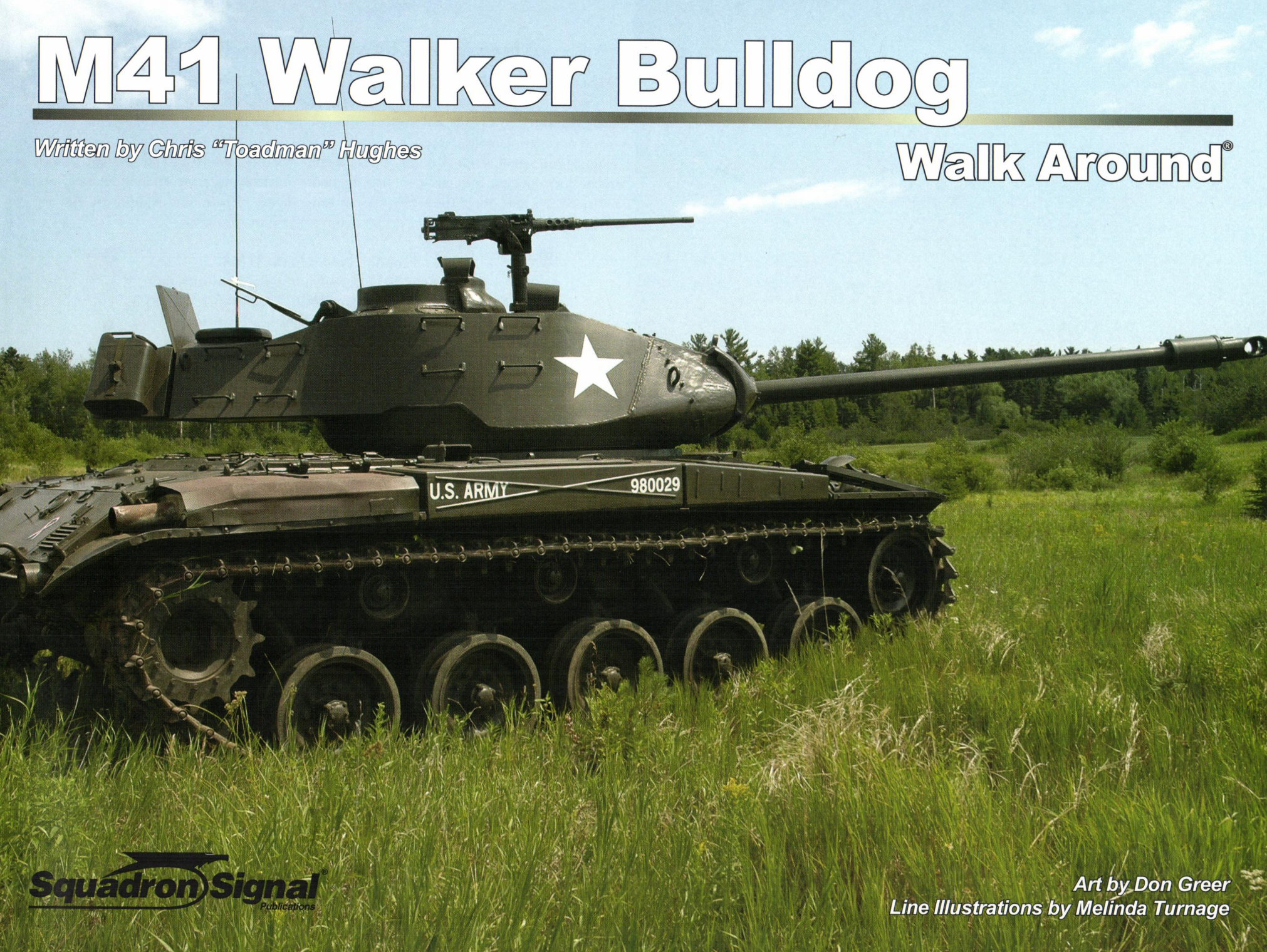


Squadron Signal® Publications

M41 Walker Bulldog

Walk Around®

Written by Chris "Toadman" Hughes



Squadron Signal® Publications

Art by Don Greer
Line Illustrations by Melinda Turnage

(Front Cover) A T41E1(M41) is put on display at Aberdeen Proving Ground in October 1952.

(Back Cover) A Thai Army M41A2 stands guard in front of a temple in Bangkok during the September 2006 military coup.

About the Walk Around® Series

The Walk Around® series presents details of specific military equipment using archival photographs and photographs of in-service, preserved, and restored equipment. Walk Around® titles are devoted to aircraft and military vehicles. They focus on operational equipment, not one-off or experimental subjects.

Squadron/Signal Walk Around® books feature the best surviving and restored historic aircraft and vehicles. Inevitably, the requirements of preservation, restoration, exhibit, and continued use may affect these examples in some details of paint and equipment. Authors strive to highlight any feature that departs from original specifications.

Proudly printed in the U.S.A.
Copyright 2011 Squadron/Signal Publications
1115 Crowley Drive, Carrollton, TX 75006-1312 U.S.A.
www.SquadronSignalPublications.com

All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form by means electrical, mechanical, or otherwise, without written permission of the publisher.

Hardcover ISBN 978-0-89747-644-7
Softcover ISBN 978-0-89747-643-0

Military/Combat Photographs and Snapshots

If you have any photos of aircraft, armor, soldiers, or ships of any nation, particularly wartime snapshots, please share them with us and help make Squadron/Signal's books all the more interesting and complete in the future. Any photograph sent to us will be copied and returned. Electronic images are preferred. The donor will be fully credited for any photos used. Please send them to the address above.

(Title Page) The M41 Walker Bulldog was fielded too late to take part in the Korean War but went on to see extensive combat throughout its service history. (John Adams-Graf)

Acknowledgments

I would not have been able to write this book without the assistance of many people. First and foremost is the late Jacques M. Littlefield who allowed me access to his vast collection of military vehicles, including his M41 and M41A1. Mike Green arranged for my access to Mr. Littlefield's collection, often on very short notice. Joe Garbarino allowed me to photograph his vehicle collection, especially his M41A1 while Bob Penn made the arrangements for my visits. Also, thank you to the Ft. Snelling Military Museum, the Camp Roberts Historical Museum, and to John Adams-Graf. Finally, I really need to thank my wife Julie. She put up with many weekends of me neglecting things at home to take tank pictures and many long nights on the computer editing pictures. Thank you!!

Introduction

The end of World War II put a halt to all tank production in the United States, with the exception of a few prototypes and pilot models. U.S. armored forces at the time were equipped with two types of light tank: the M5A1 Stuart and the M24 Chaffee. The M5A1 was a descendant of the earlier M3 Stuart series, while the M24 had just come into service in December 1944.

In January 1945, the Army Ground Forces Equipment Review Board convened to discuss post-war equipment needs. The War Department Equipment Review Board met in November of 1945 for the same reason. Together, they recommended that a new light tank be designed to replace the M24. The new tank was to weigh about 25 tons and have comparable mobility to the M24. It would also have superior firepower to the M24.

After the Ordnance Department and the Army Ground Forces defined further requirements, the new vehicle was designated Light Tank T37 by Ordnance Committee Minutes in September 1946. Two pilot models of the T37 were to be built, one with the Phase I turret with a 76mm gun T94 and another with the Phase II turret with the 76mm gun T91. Both vehicles incorporated various types of fire control system. Because the Phase I and Phase II turrets were different, the T37 phase II was redesignated T41.

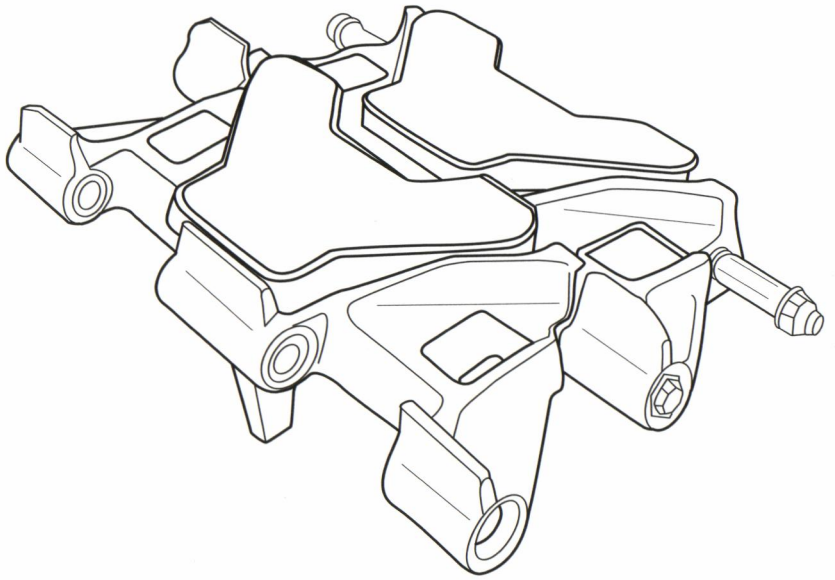
Tests revealed problems in both vehicles' power train and fire control systems. Changes to the T41 turret involved removal of the side machine gun blisters, increasing the turret-ring diameter from 69 to 73 inches, and moving the commander and gunner from the turret's left side to its right side. The changed T41 was redesignated as the T41E1.

From mid-1951 to mid-1954, the Cleveland Tank Plant of the General Motors Cadillac Division turned out a total of 3,729 Bulldogs, beginning with the T41E1. During the production run, the Army changed its specifications for the fire control system. Initially, the Army specified that both the turret in azimuth and the gun in elevation must have power controls. The T41E1's pulsing relay control met this requirement. But then in November 1951, the Army also stipulated that within five seconds of target acquisition, the control system should have the main gun on target. To meet this new standard, Cadillac introduced a new oil gear system, beginning with vehicle serial number 1803. Vehicles using the new system were designated T41E2. On 29 May 1953, the T41E1 and T41E2 were standardized as the 76mm gun tanks M41 and M41A1, respectively. Their original name of "Little Bulldog" was changed to "Walker Bulldog" for Lieutenant General Walton H. Walker who died in the Korean War.

The M41 series became the standard U.S. light tank during the Cold War. Beginning in late 1955, a fuel injection system was added to the M41 power plant. M41s that were fitted with the modification became the M41A2 while M41A1s became M41A3s.

The U.S. Army phased the M41 out of active service in the mid-1960s without ever taking it into combat. Many M41s were exported, however, and some U.S. allies and friends did use it in battle. Among the foreign customers were Belgium, Brazil, Denmark, Greece, Japan, South Vietnam, Taiwan, Thailand, and West Germany. Today, most countries have phased the M41 out of service, but in Taiwan and Thailand, upgraded or modified versions still soldier on.

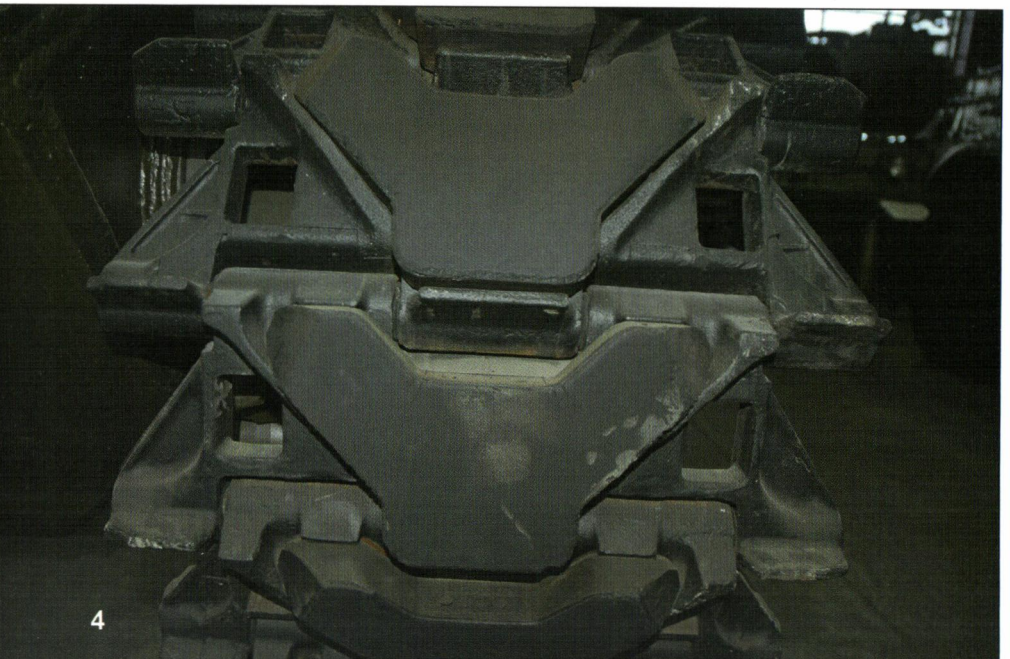
Armed with a high-velocity 76mm, the M41 Walker Bulldog proved a capable vehicle in the hands of a properly trained crew. (John Adams-Graf)



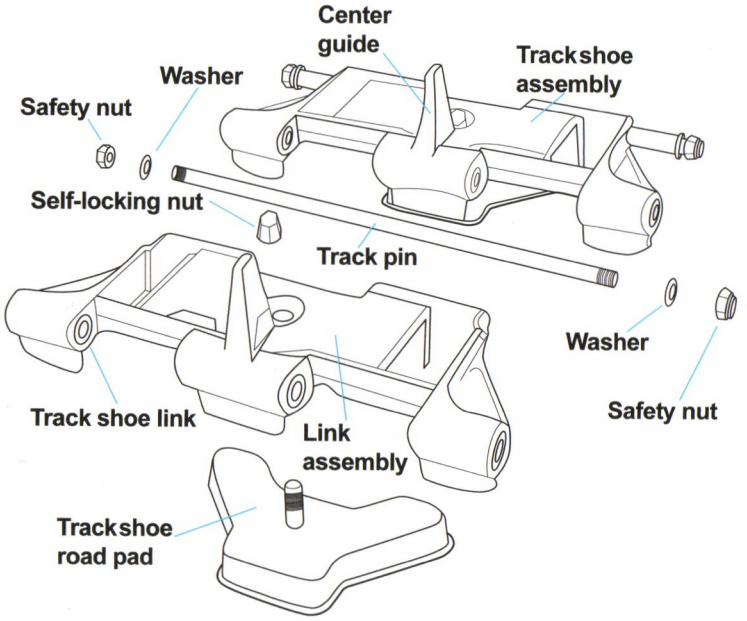
A total of 74 or 75 track shoe assemblies make up a track run on each side of the tank. The number of track shoe assemblies varies, depending on which type of idler wheel is used.

A center guide is fixed to the track shoe assembly to guide the track through the road wheels. In the center of the shoe is a ¾-inch self-locking nut that secures the track shoe road pad to the shoe assembly.

The M41 uses T91E3 track. Each track shoe assembly consists of a rubber track shoe road pad, metal link assembly, and various other small parts. Rubber track road shoe pads minimize roadway damage during peacetime operations.

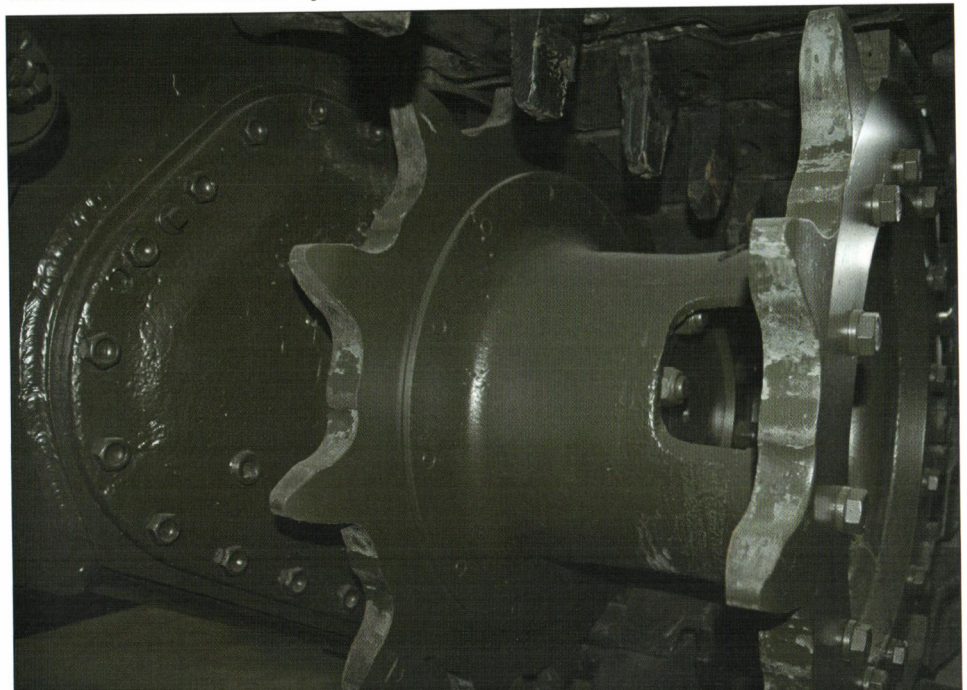


The track pin is held in place by ¾-inch safety nuts. Removal of the nuts permits the track pin to be extracted from the track shoe assemblies, allowing the tracks to be separated.



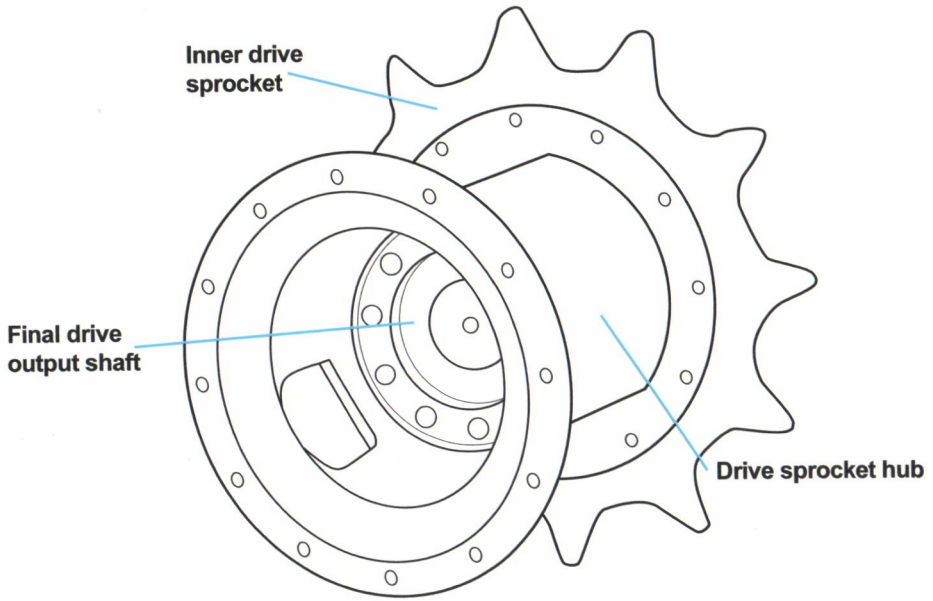
The Bulldog uses a 12-toothed drive sprocket. The drive sprocket assembly consists of two sprocket plates and a hub.

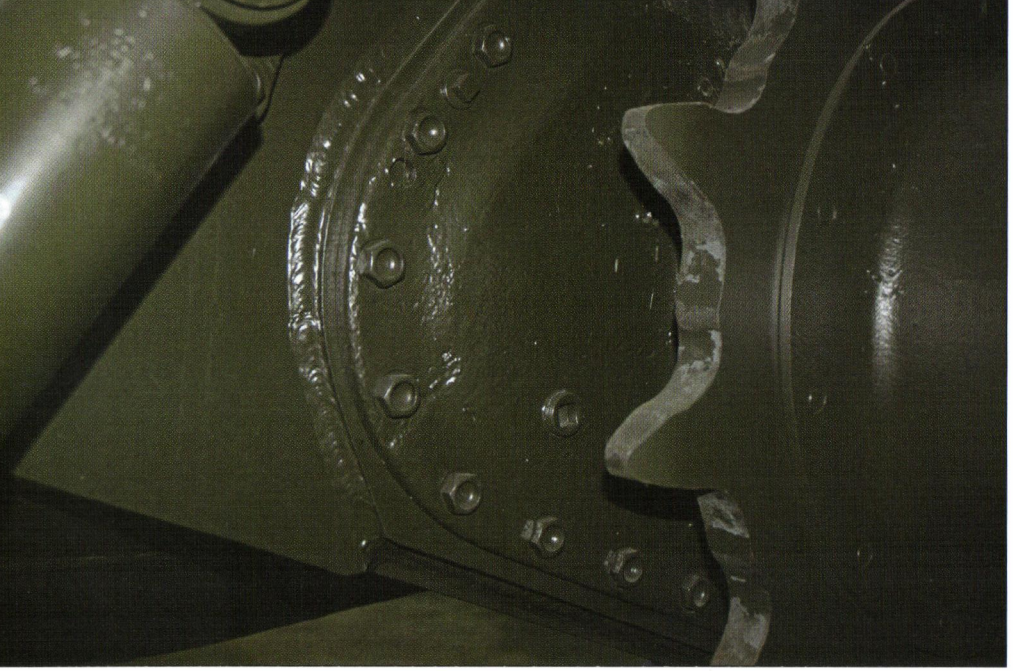
Each drive sprocket is bolted to the flanged end of the drive sprocket hub with 12 self-locking bolts. Paint has worn off of the sprocket teeth where they have come into contact with the track shoe assembly.

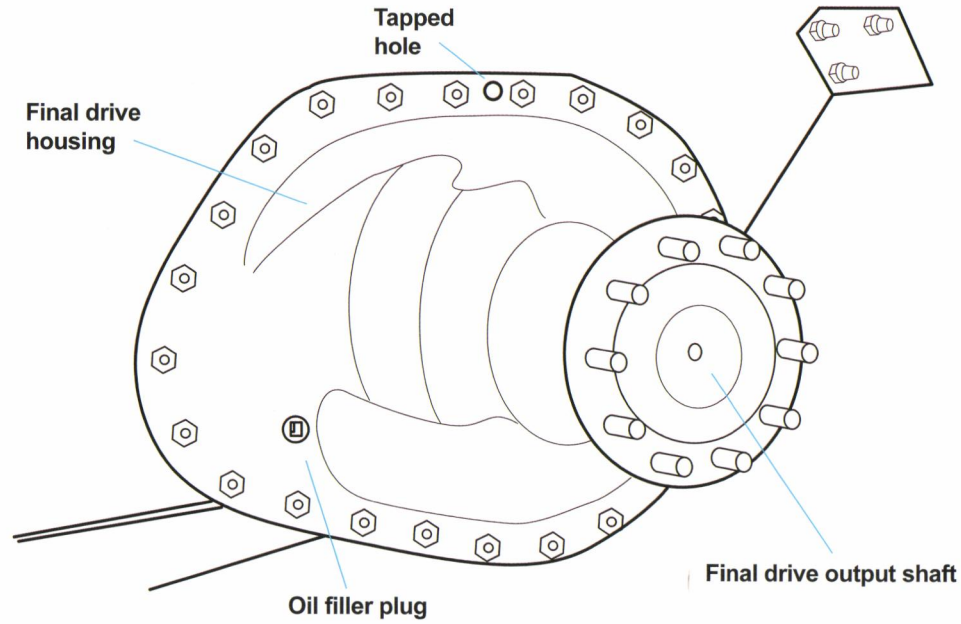


There are three slots cut into the outer half of each drive sprocket hub. Cables or ropes can be fed through the slots allowing the sprocket to be used as a capstan to pull track up onto the sprocket or idler wheel.

The drive sprocket hub is bolted onto the final drive output shaft. This shaft transfers power from the final drives to the drive sprockets.





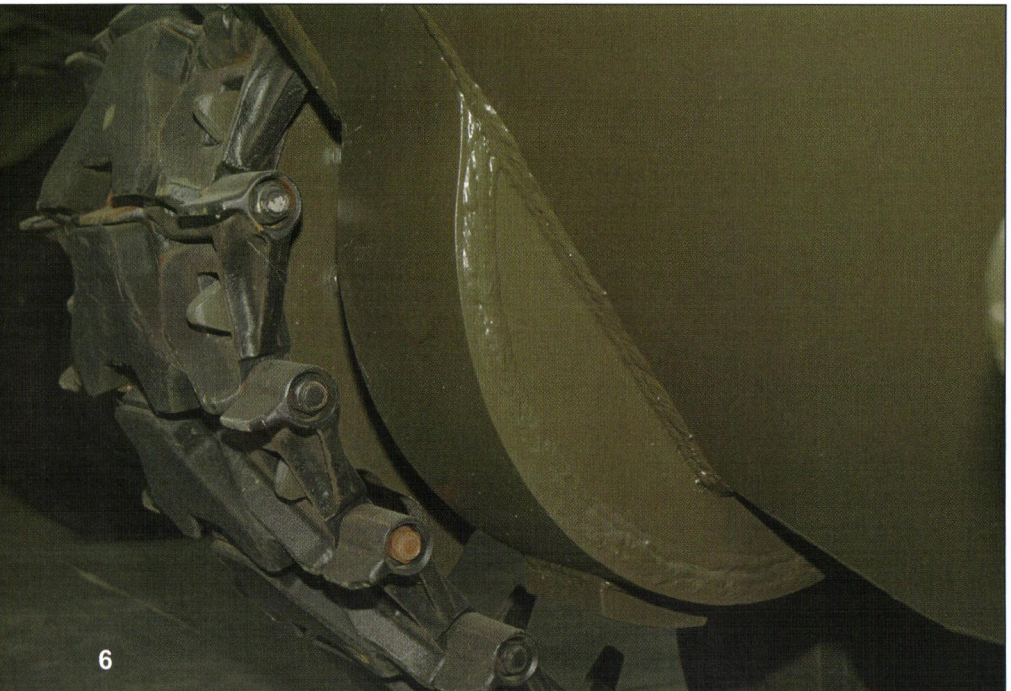


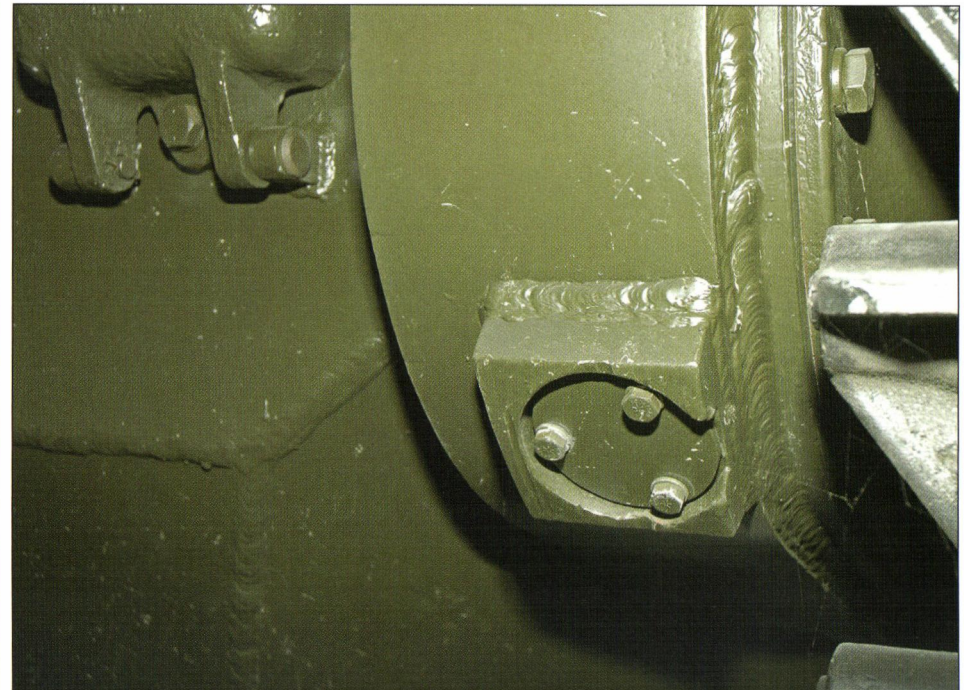
Encased in the final drive housing is the final drive assembly. Each assembly has a spur gear reduction consisting of a 12-tooth pinion gear, 25-tooth idler gear, and 51-tooth final drive gear.

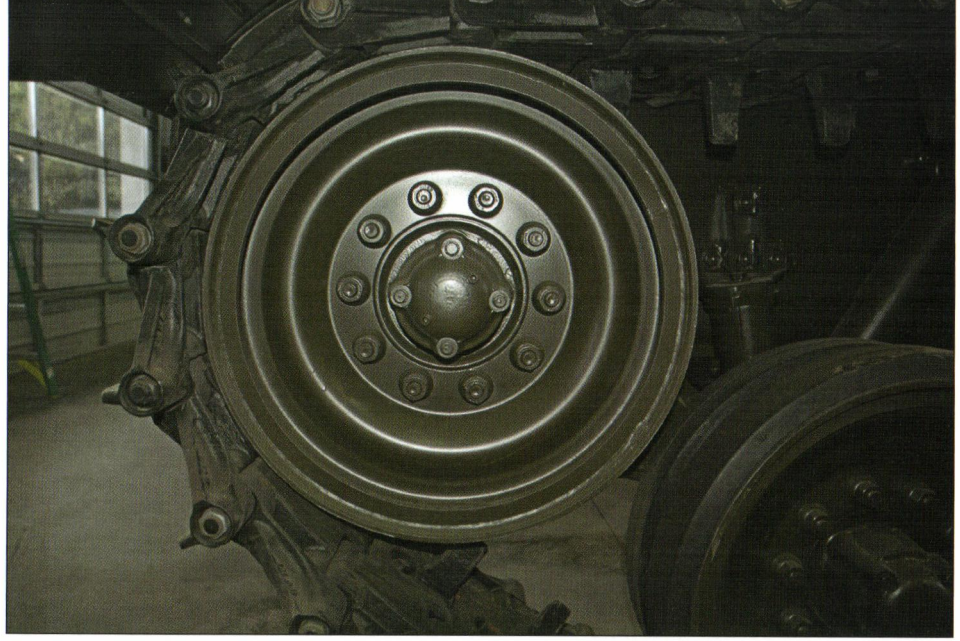
Both final drive adapters are welded to the lower, rear hull.

On very early production M41s, the final drive housing was attached to the hull with 24 bolts. Later vehicles used 21 bolts attached to an adapter.

Each final drive adapter has a drain plug. On this example, a circular cover is bolted to the plug.

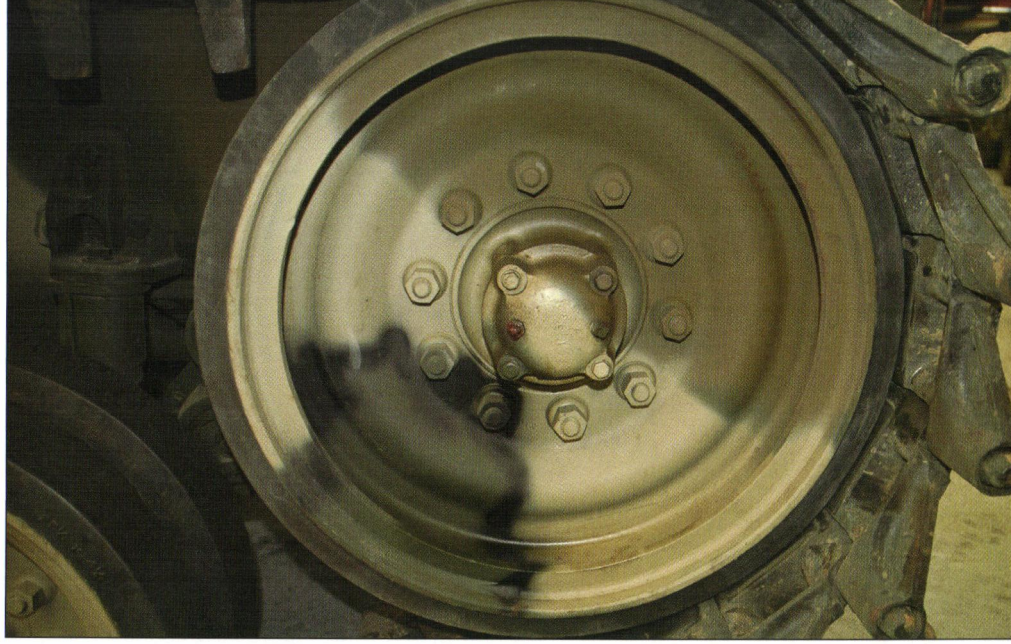






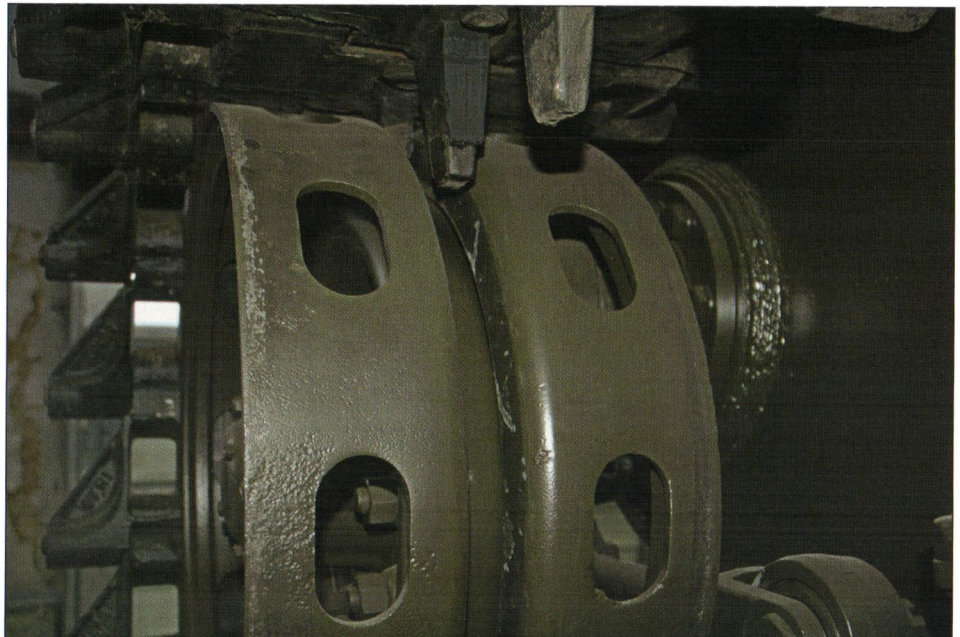
Dual compensating idler wheel assemblies are mounted at the front of each track. A lubrication fitting is attached to the center hub. Vehicles 1 through 2611 use an all steel idler wheel assembly.

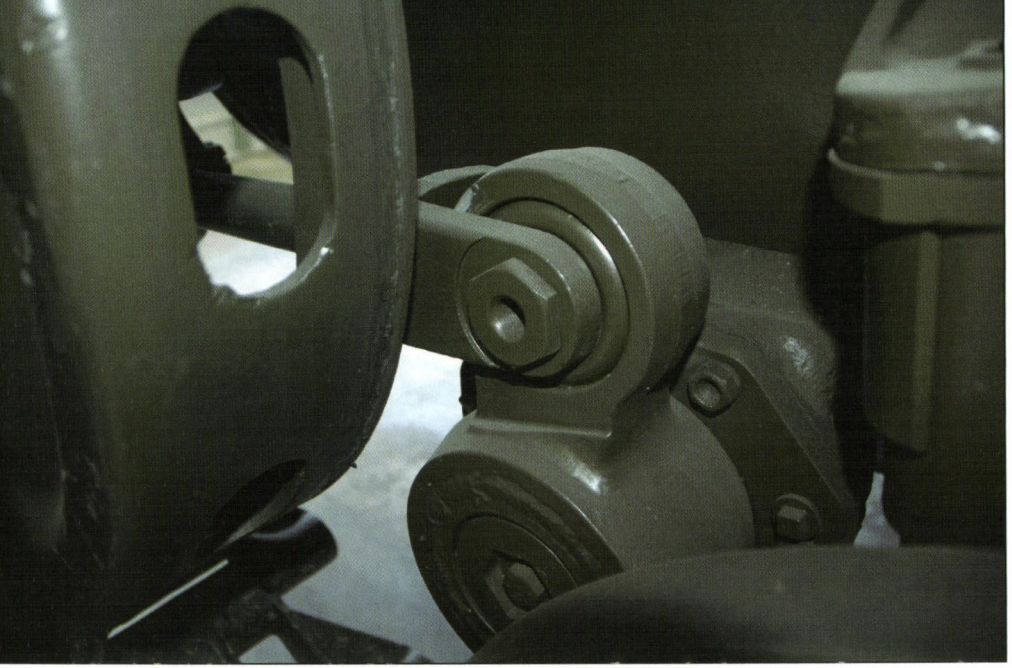
The steel compensating idler wheels have a series of lightening holes cut into them, 10 on each wheel. Along with reducing the weight of the wheel, the holes help prevent mud and debris from fouling the wheels. Vehicles with these idlers initially had a track run of 75 track shoes per side, but soon the figure was reduced to 74 shoes per side.



Vehicles 2612 through 3475 use rubber tired idler wheels that are the same as the road wheels. The idler wheels are attached to a flange on the hub assembly with 10 studs and self-locking nuts. The center hub holds a series of bearing assemblies that attach to the supporting arm. Adding the rubber to the idler increases the diameter of the idler wheel and causes the track run to revert to 75 track shoes per side.

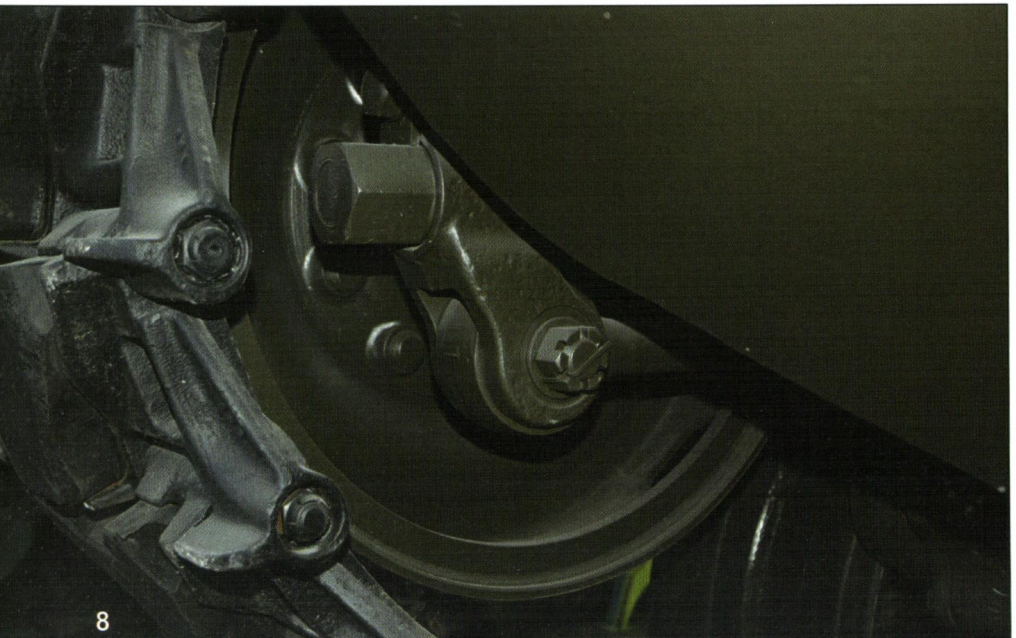
A gap is formed between the two idler wheels when they are bolted together. This gap allows the guide teeth of the track shoe assemblies to pass between them.





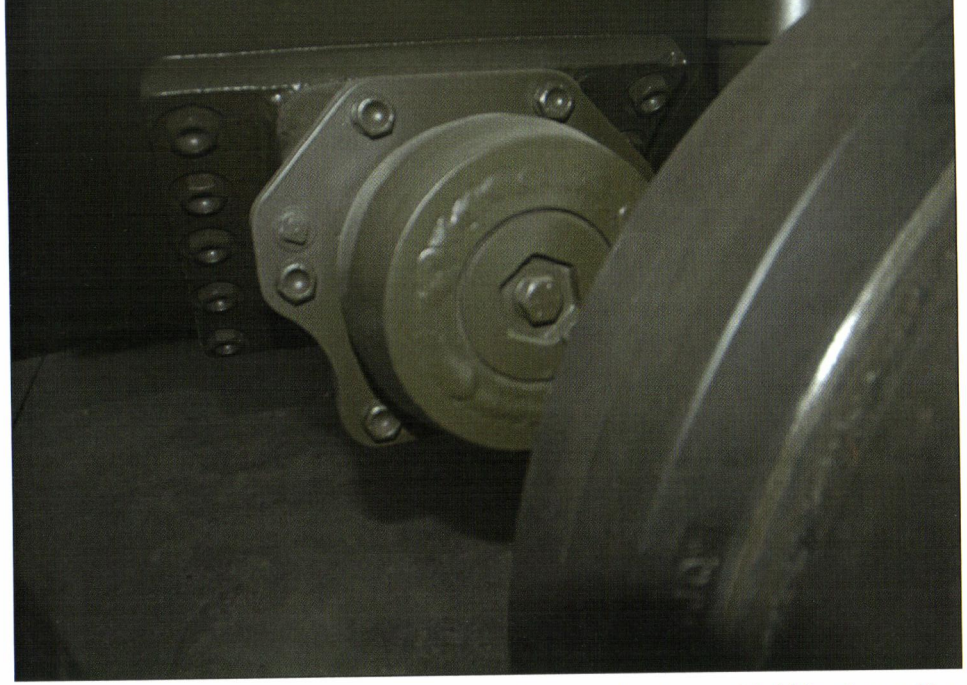
A connecting link assembly transfers the motion of the front road wheels to the compensating idler wheel assembly. This arrangement allows the idler to maintain proper track tension in rough terrain. The paint has worn off on the edge of the idler wheel from contact with the tracks.

A bolt and castle nut attach the connecting link to the compensating wheel arm. A cotter pin prevents the nut from coming loose while the vehicle is on the move.



Track tension is adjusted by turning the adjusting nut on the compensating idler wheel adjustable supporting arm. A clockwise turn tightens the track while a counterclockwise turn loosens it.

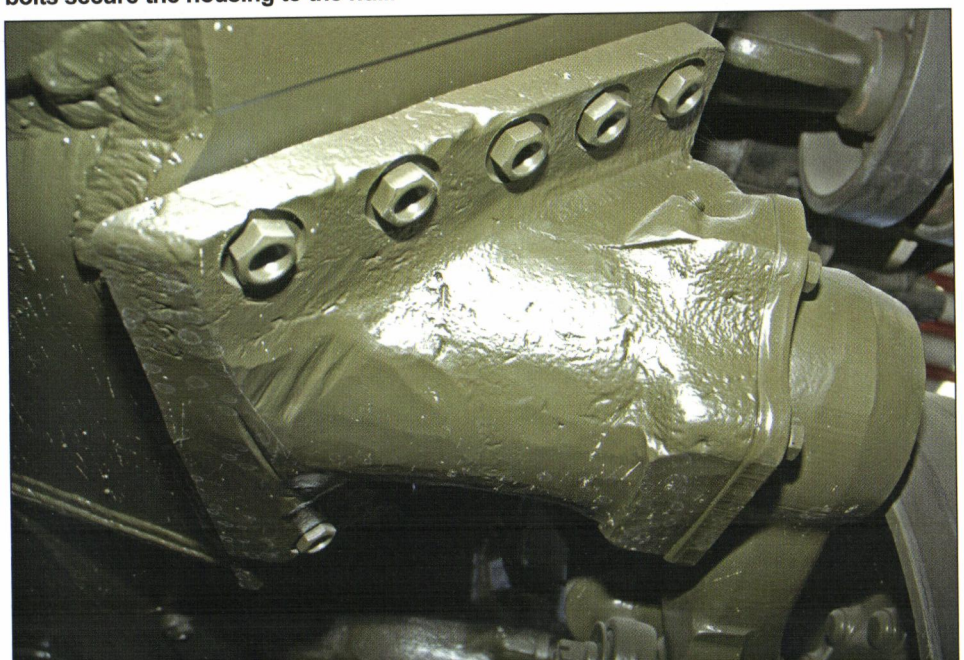
Each side of the Bulldog has five road wheel stations, each of which has a dual road wheel assembly. Ten studs and self-locking nuts attach the road wheels to the hub assembly. A lubrication fitting is mounted on the center hub.



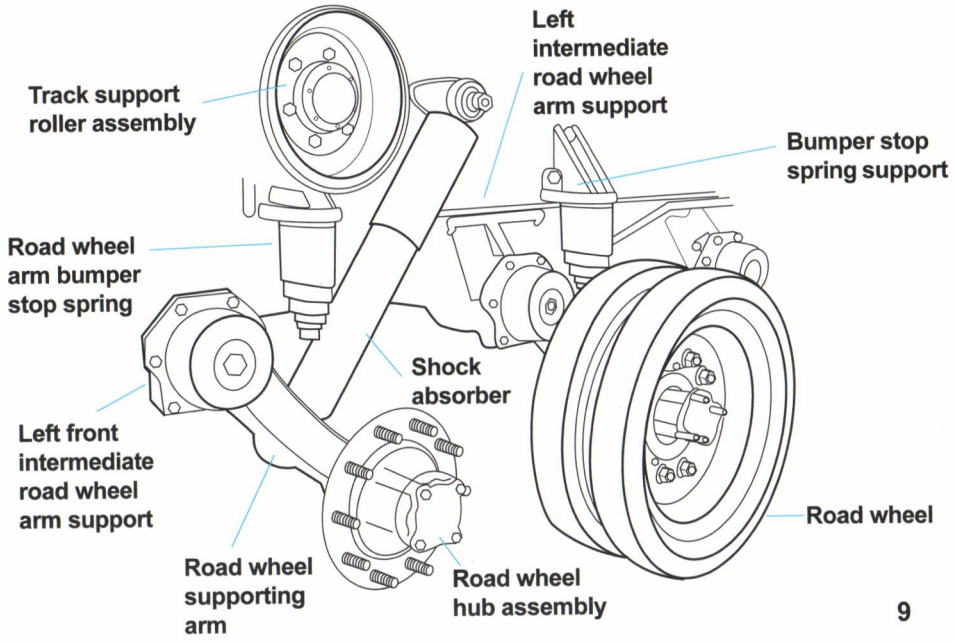
Each road wheel supporting arm is connected to a torsion bar and held in place with a hexagon socket nut.

The other three or intermediate road wheel arm support housings are held in place by eight bolts and include circular torsion bar anchor retainers on the bottom. Cast into the housing are foundry markings.

The outer ends of the torsion bars extend out through one of two types of road wheel arm support housings that also carry the road wheel arm assembly. This type of housing is used on the front two road wheel stations on both sides of the vehicle. Ten hex head bolts secure the housing to the hull.



This illustration from a technical manual shows the position of the intermediate road wheel support arm, shock absorber, and volute spring. The top of the shock absorber is mounted on the hull; while the lower end is attached to the support arm.

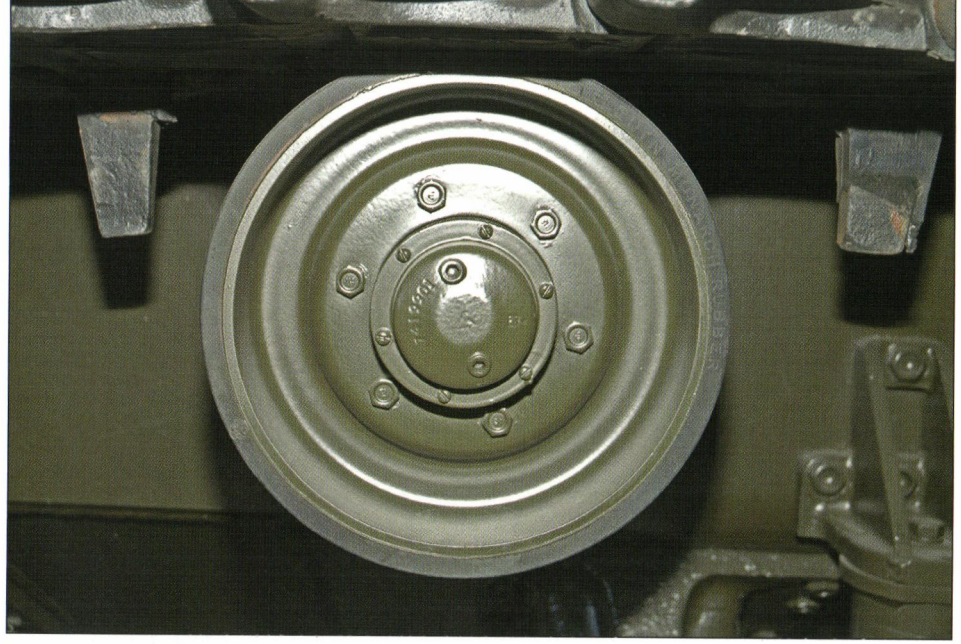

Track support roller assembly
Left intermediate road wheel arm support
Bumper stop spring support
Road wheel arm bumper stop spring
Shock absorber
Left front intermediate road wheel arm support
Road wheel
Road wheel supporting arm
Road wheel hub assembly

Shock absorbers are attached to the first, fourth, and fifth wheel stations. The shocks dampen the torsion bar suspension to allow for a smoother ride.

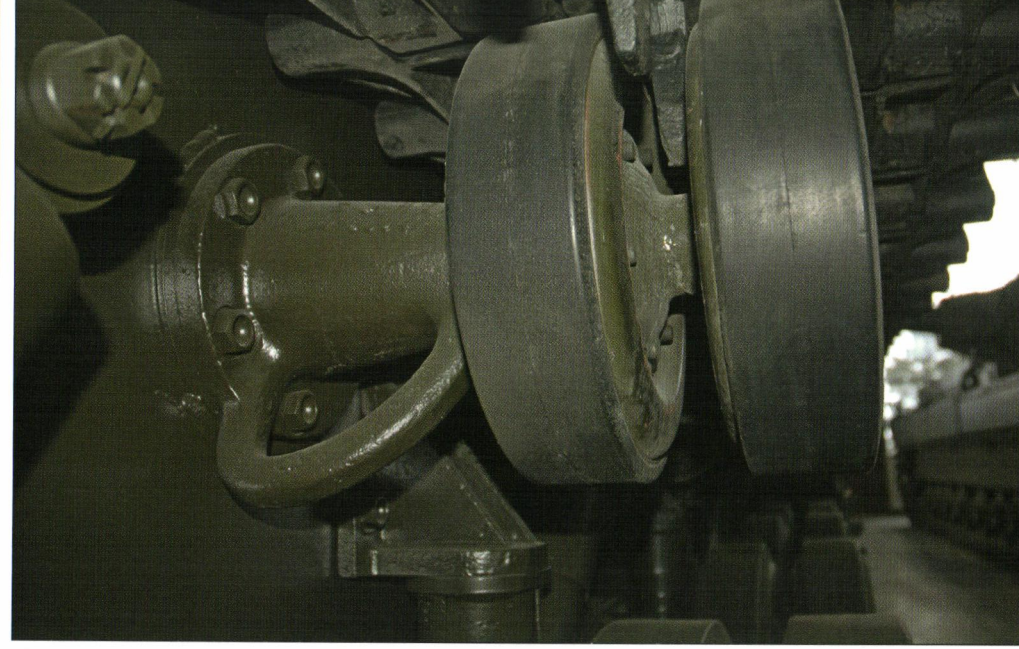
The volute bump stop spring support at the first road wheel station is of a different pattern than those used on the other four stations.

Volute bump stop springs are fitted at every road wheel station. They prevent the shock absorbers from bottoming out and help keep the torsion bars from being overstressed.

When the vehicle is in motion, the volute bump spring prevents the road wheel arms from travelling too far upwards.

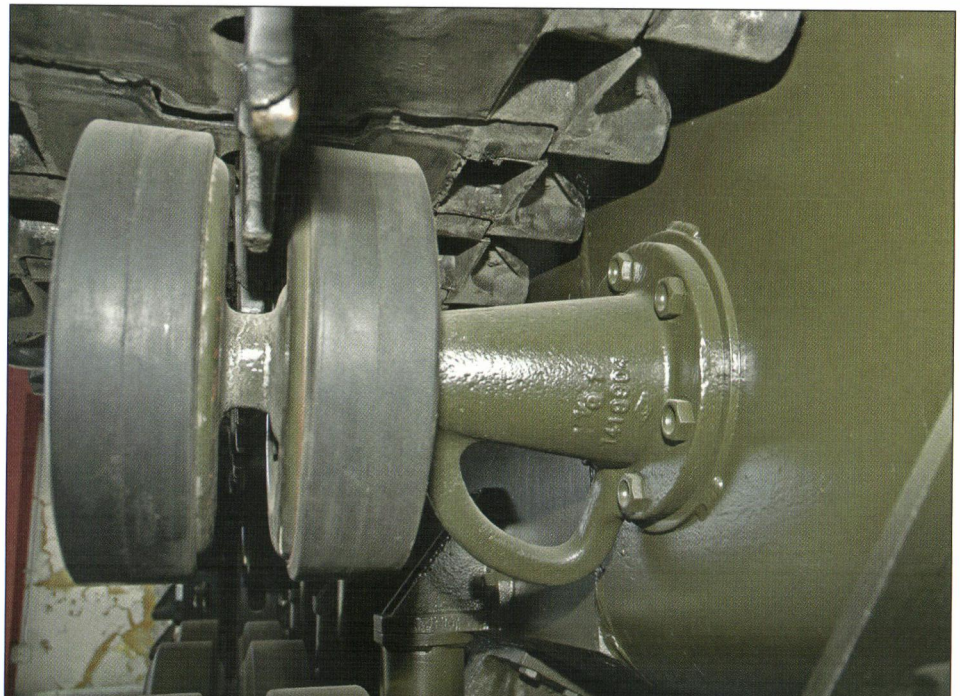


Three dual-track support roller assemblies are mounted on each side of the Bulldog. Six hex bolts attach the roller discs to the roller hub. The center hubcap itself is attached to the hub with six screws.

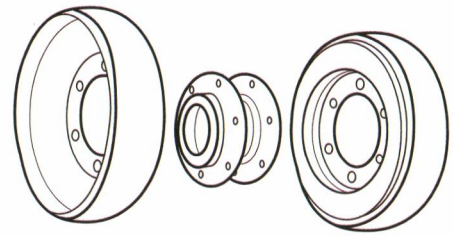


Six hex head bolts attach the roller bracket assembly to the hull. The "D"-shaped loop that is cast into the bracket facilitates tying down the vehicle when it is being transported by rail.

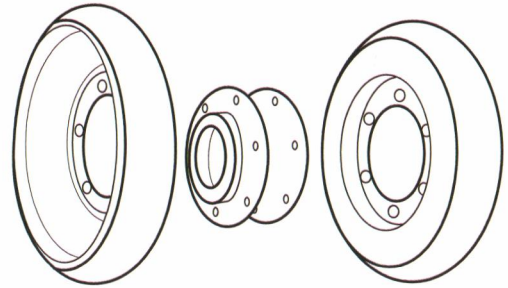
Track support rollers come in two different styles. Vehicles 1 through 3,375 use a flat disc and rubber tires. From vehicle 3,376 on, a contoured disc and tire are used.



The differences between the two types of track support roller can be seen in this illustration. With both types, the roller discs are bolted to a flanged hub.



Flat rubber disk and tire (5636637)

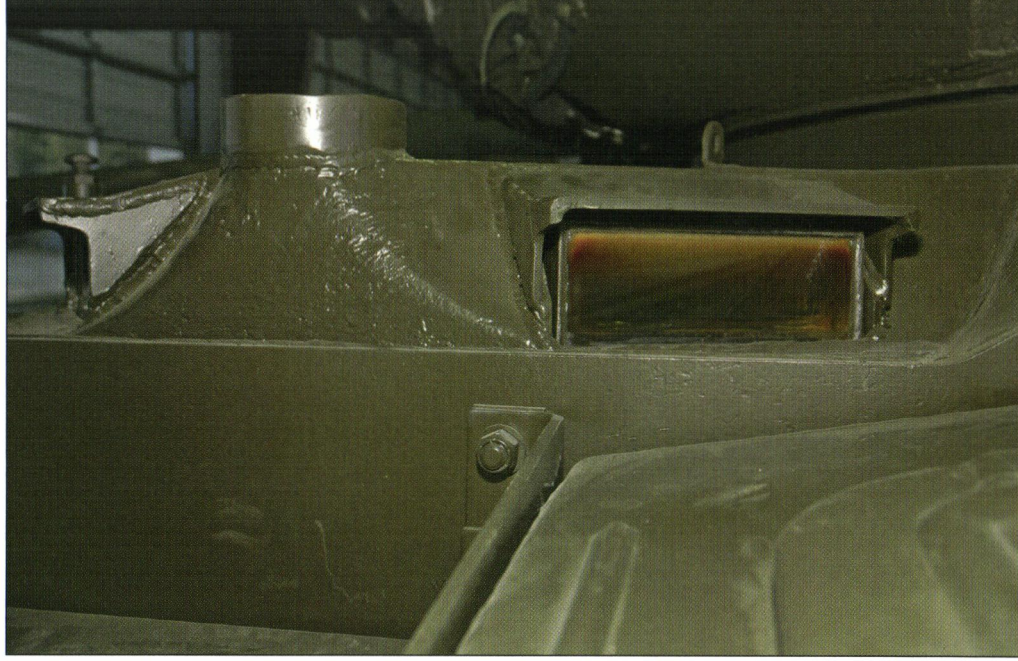


Contoured rubber disk and tire (8674928)

By the time production ended in 1954, a total of 3,729 M41/M41A1s had been produced. Many were later upgraded to A2/A3 standards by the addition of a fuel injection conversion kit for the engine. (John Adams-Graf)

Being a light tank whose primary role is reconnaissance, the armor of the M41 is quite thin. The front glacis is only 25mm (1 inch) thick. The lower front plate is 32mm (1.25 inches) thick. Both plates are angled in order to maximize protection.

The driver is provided with four M17 periscopes. One of the periscopes provides head-on vision while the others provide vision off to the sides.



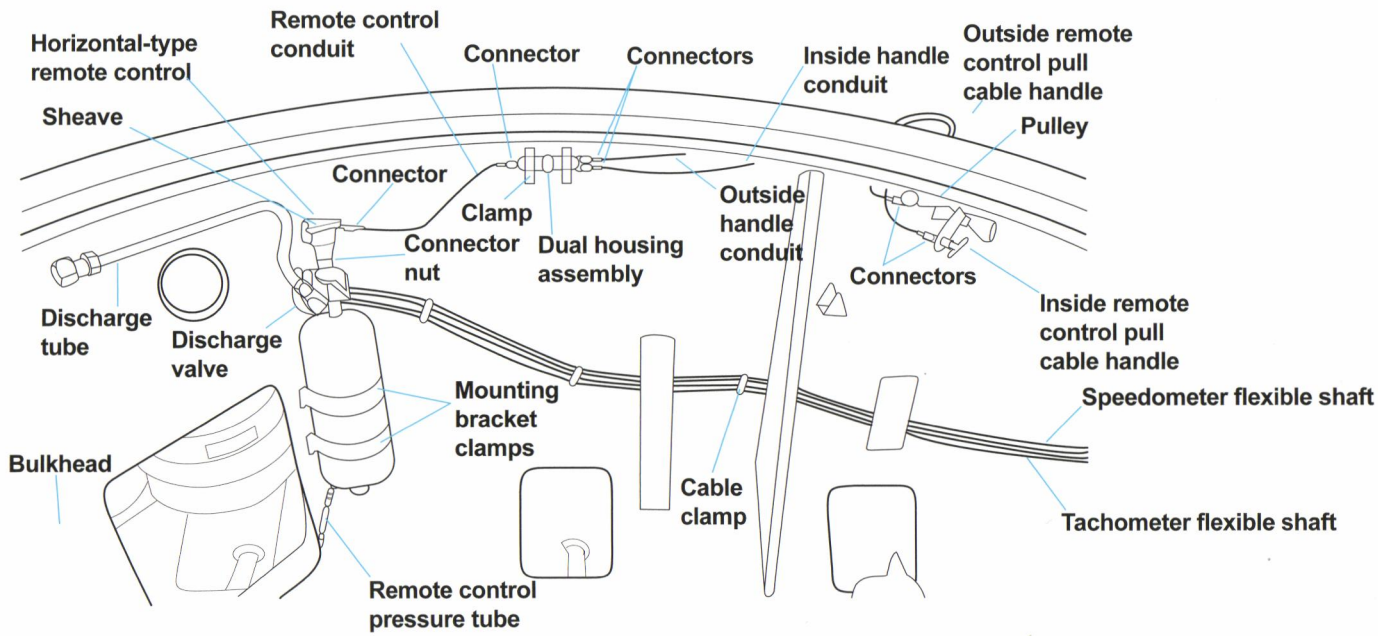
As is true on all tanks, the M41 driver's vision is restricted when he is "buttoned-up." A fender support bracket is bolted to the hull below the periscope.

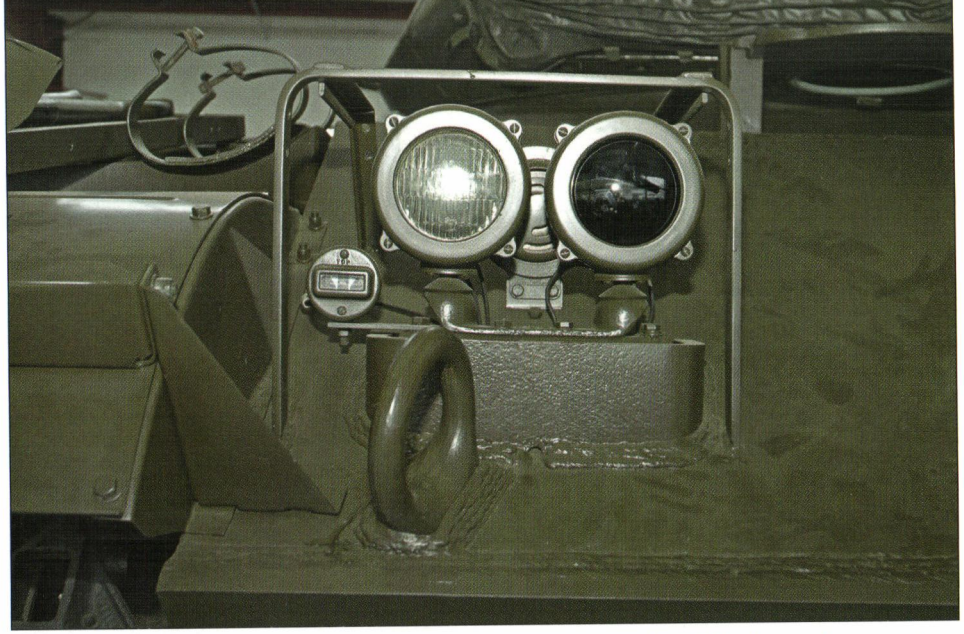
Three posts welded to the glacis plate support the driver's hatch when it is in the open position and take the weight of the hatch off of the opening mechanism. A fourth, smaller post is welded to the cover of the center M17 periscope.

Vehicles 1 through 260 use a solid flat hatch cover without any provision for a periscope. Vehicles 261 through 3,333 used a flat hatch cover like the one seen here that has a mount for an M19 infrared periscope. From vehicle 3,334 onwards, a formed steel hatch cover was used.

In case of fire, a "T"-handled fire extinguisher remote control is mounted just behind the driver's left side periscope. This control activates a pair of 10-pound carbon dioxide fire extinguishers that are mounted on the bulkhead wall of the M41. The words "FIRE PULL HARD" are cast onto the handle.

The fire extinguisher discharge nozzles direct the CO^2 into the engine compartment to extinguish fire in there. Another pull handle is mounted on the left side of the driver's compartment behind the driver's head.





Several different headlight arrangements are employed on the M41, depending on when it was produced. The right side of this M41 has the light assembly set up as seen on later models with the blackout marker on the left, the service headlight in the center and the blackout headlight on the right. Behind the headlights is the horn. On early vehicles the horn is mounted where the blackout headlight appears here.

Metal frames welded to the glacis plate protect the headlight assemblies. The framework guards the light from debris and the boots of vehicle crew members.

The infrared driving light was installed on vehicle No. 261, along with the M19 infrared periscope. On earlier M41s, that space was occupied by a hooded blackout headlight similar to that in the photo below. The service headlight and blackout marker are mounted next to the blackout headlight. A lifting eye is welded to the hull in front of the lights.

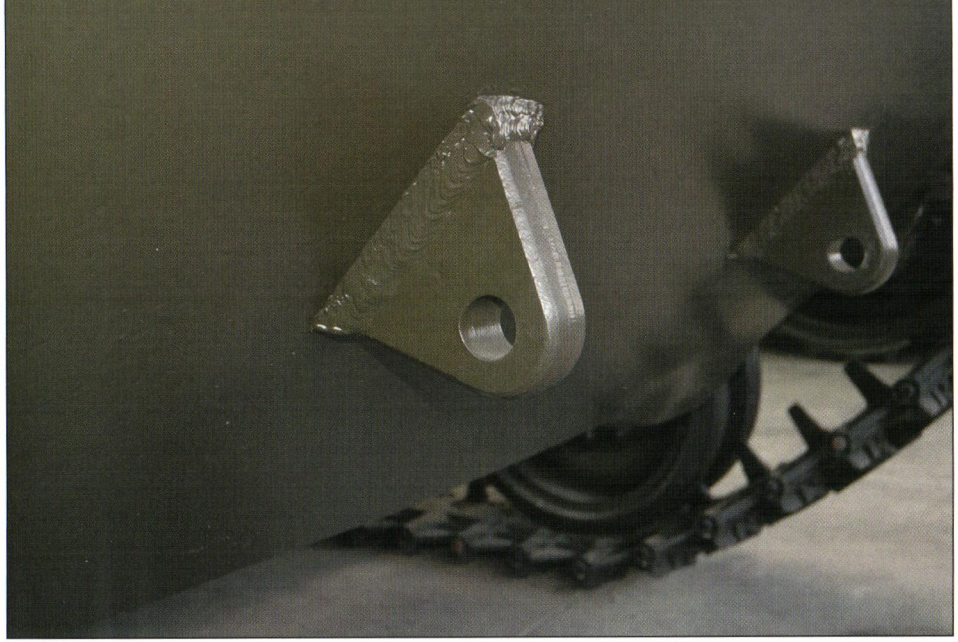
Installation of the infrared light led to the addition of an adjacent hooded blackout driving light. There are twin drain holes at the base of the headlight assembly bullet splashguard.

The additional blackout driving light is mounted on the glacis next to the primary headlight assembly. A separate guard for it is bolted to the main headlight guard.

Lifting eyes are mounted on the glacis in front of each headlight assembly. Multiple weld beads are used to attach it to the glacis, as it has to be capable of supporting the weight of the tank when it's lifted.

A bullet splashguard is welded to the glacis in front of the headlight assemblies. The multiple weld beads are interrupted by a drain hole that allows water to escape from behind the splashguard.

Welded to the lower front plate is a pair of towing lugs. Like the lifting eyes, multiple weld beads are used as the lug has to stand up to the stresses of the tank being towed.

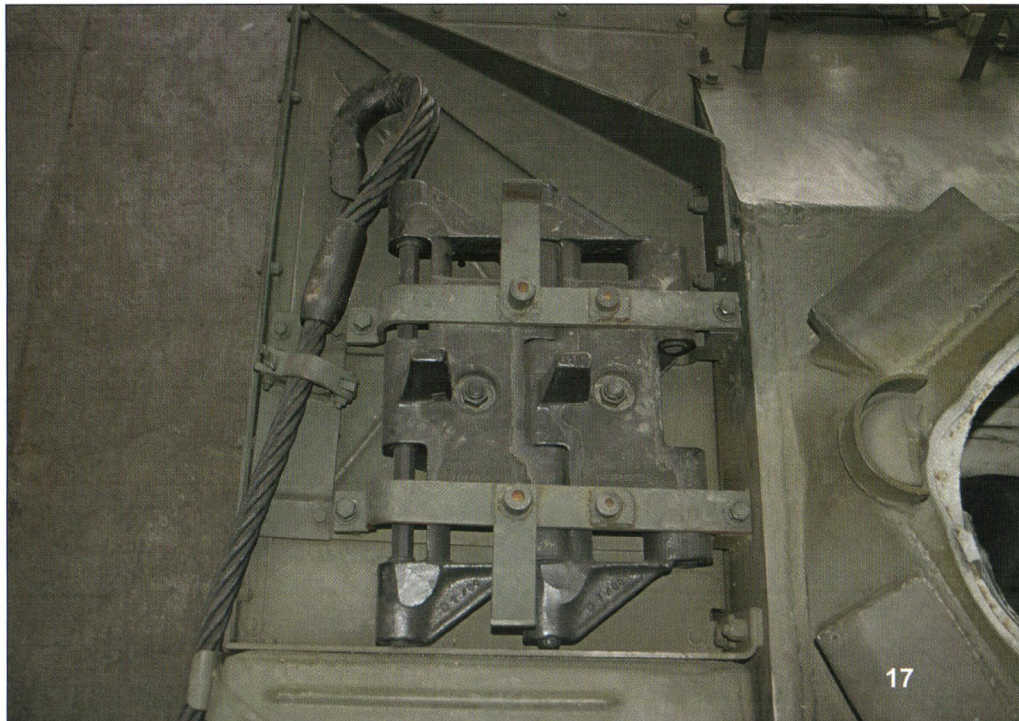


Usually, a towing hook is attached to each lug. A tow cable is attached to each hook when the vehicle is either being towed or is towing another vehicle.

Beginning with tank 2593, the fenders were cut at an angle.

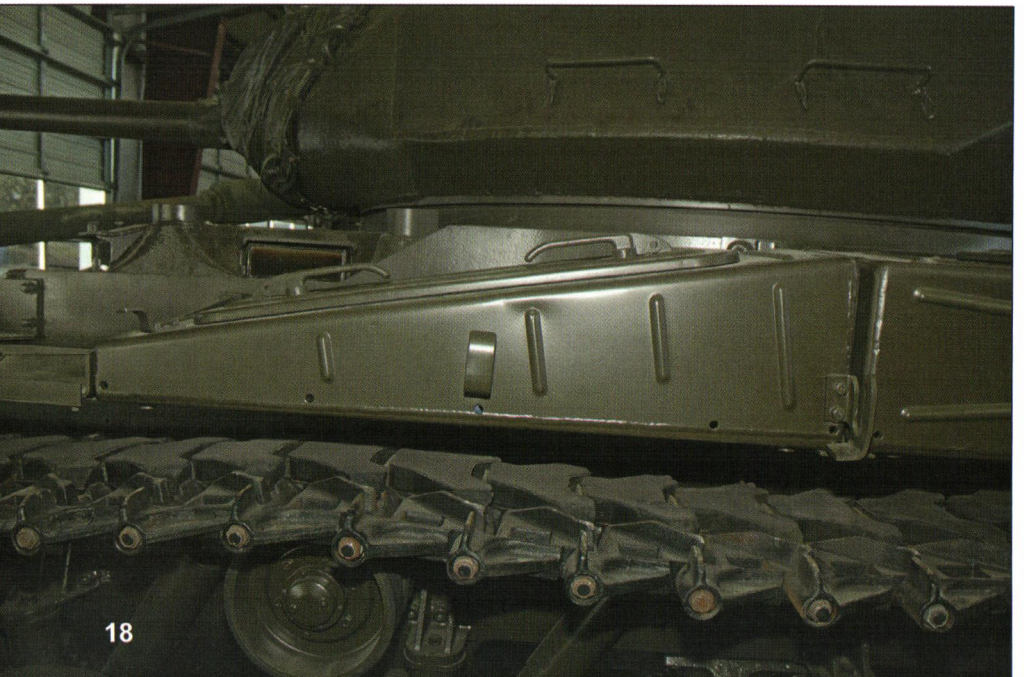
Two types of front fender can be seen on M41s. Early vehicles use a square front fender. These were standard on tanks 1 through 2592.

Two spare track shoe assemblies are stored on the left, front fender. The track shoe assemblies are held in place by two metal brackets. One end of the tow cable is clamped on the fender to the left of the spare track shoes.



Brackets can also be fitted on the left front of the fender to hold the end of a tow cable. The clamps secure one end of the tow cable while the opposite end is hooked onto a bracket on the rear stowage bin.

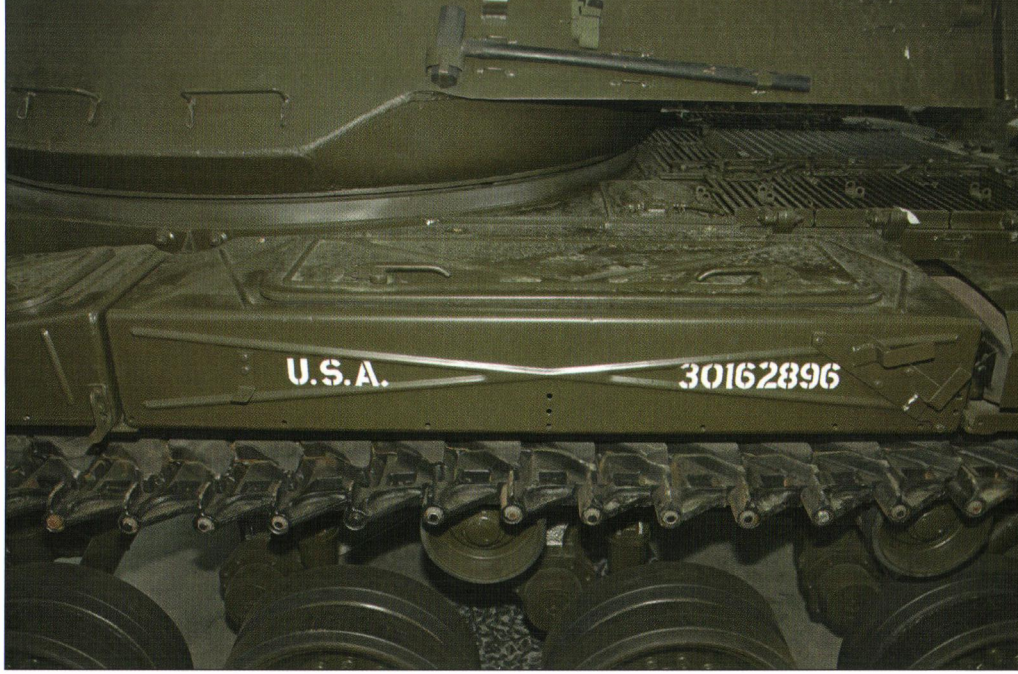
Brackets to support the tow cable are attached to the left, front fender box. The five holes drilled in lower side of the box are used for mounting sand shields.



The Bulldog is equipped with four exterior stowage bins on the hull, two on each side of the vehicle. As is the case on all tanks, internal stowage space is limited on the Bulldog.

Two latches secure the fender box lid closed. Holes through the latch handles provide for the use of padlocks to secure the contents of the box for their rightful owners.

Inside the left front fender box is a fender brace. Various items, including rations and a first aid kit, could be stowed inside it.

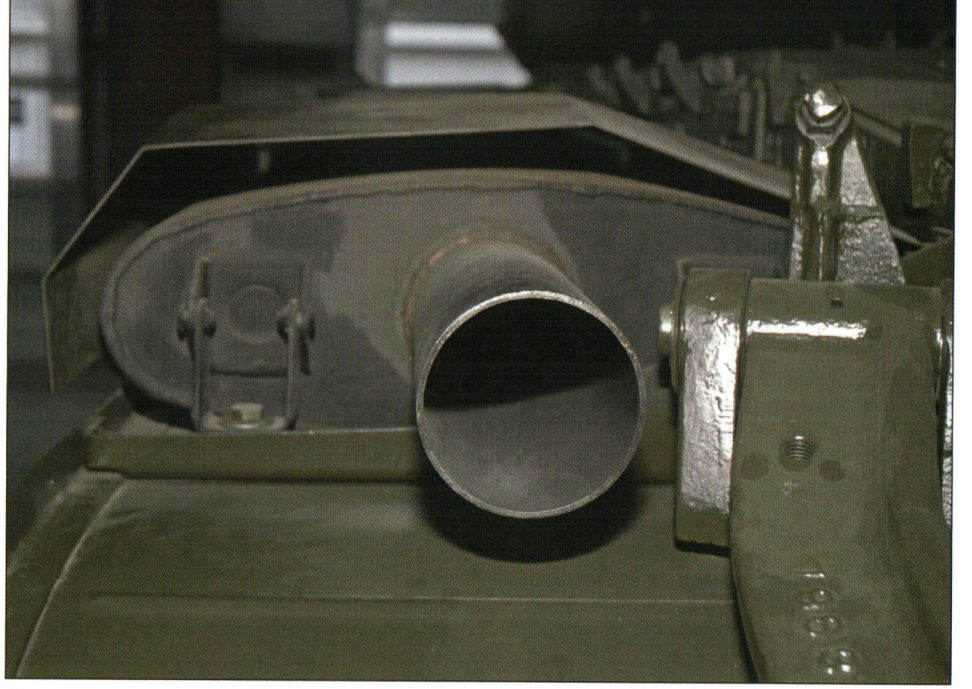


The rear fender box is nearly twice as large as the front one. Embossed stiffeners are formed into the side of the box.

The underside of the lid has a "U" channel reinforcement welded to it. This helps prevent the lid from bowing when it is walked on.

A bracket for stowing one end of the tow cable is bolted to the right side of the left rear fender box.

Rubber gaskets are fitted to the interior of the fender box lids to prevent moisture from seeping into and damaging the contents of the box. Rations and parts of the 76mm gun cleaning tools were carried in this box.



The mufflers are oval shaped and have a short outlet pipe protruding towards the rear of the vehicle. After some use, the mufflers would glow red-hot, which would expose the vehicle's position at night.

A muffler is mounted on each rear fender. A sheet metal muffler shield covered the mufflers themselves.

The rear of the M41 is more thinly armored than the front. The doors in back are 13mm (0.5 inch) thick and the thickness of the lower plate is 19mm (.75 inch). In the center of the lower plate is the towing pintle. It is flanked on either side by towing lugs. The interphone box is to the right of the right hand side-towing lug.

The rear fenders, like those in front, come in two different styles. On early vehicles they were square, much like the front fenders.

A travelling lock for use in non-combat areas is mounted on the left, rear of the hull. A large wing nut secures the top half of the travelling lock clamp to the lower half.

When not in use, the travelling lock rests on the left, rear fender.

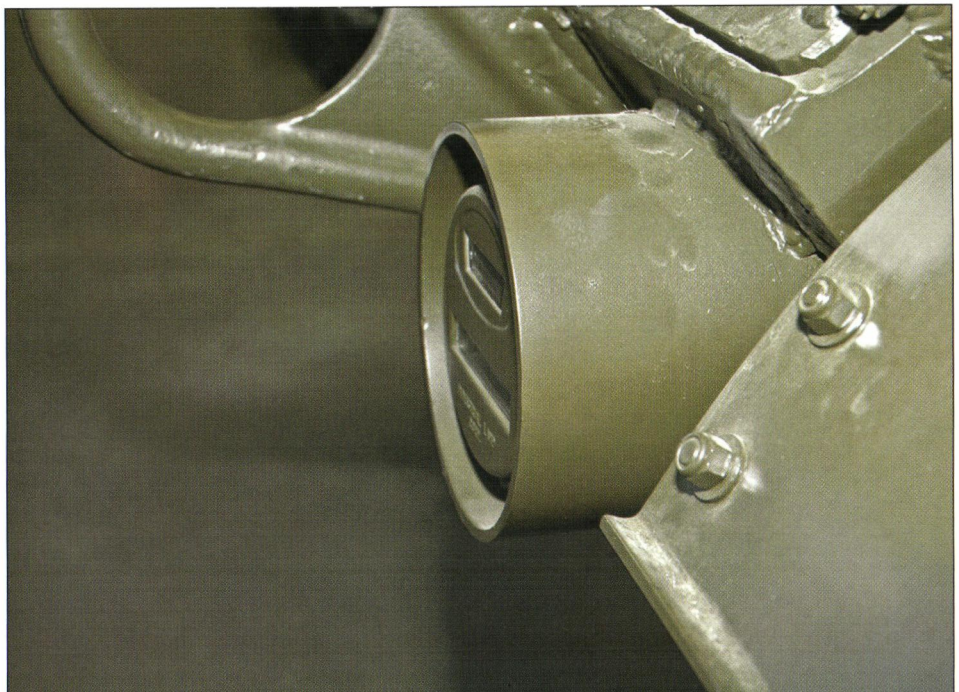
A large hand-operated latch secures the travelling lock in its lowered position, preventing it from bouncing when the tank is in motion. There are casting marks on the latch and its mounting bracket.

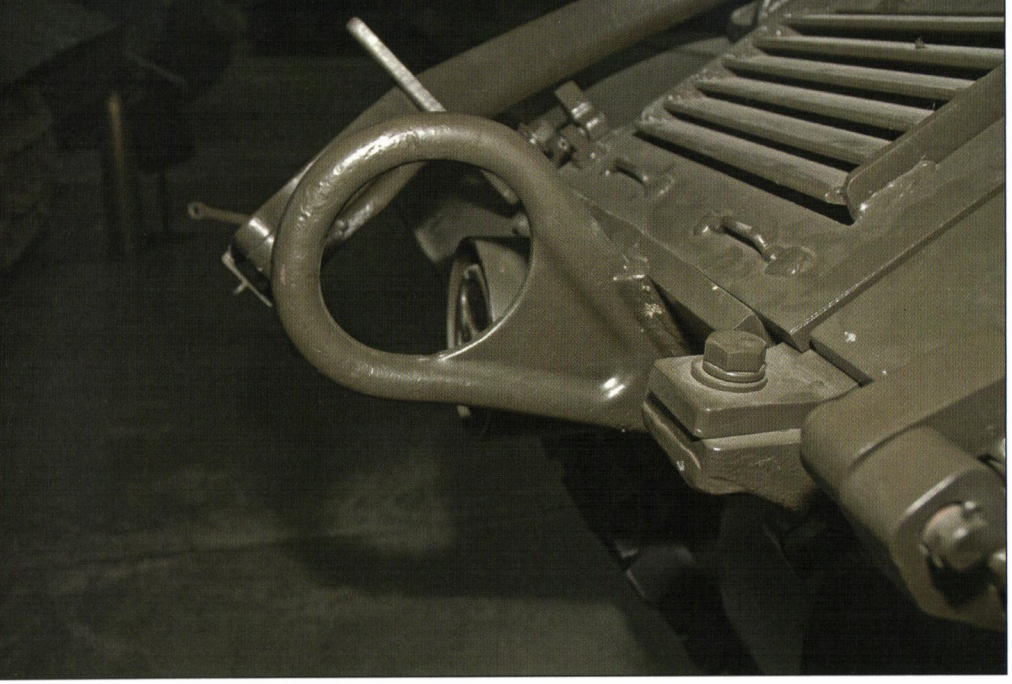
The left taillight assembly is mounted below the travelling lock securing latch. The top half of the assembly contains a red service taillight unit while a blackout taillight makes up the lower half.

Metal guards are welded to the hull to protect the taillight assemblies.

The upper portion of the right side taillight assembly contains the blackout stop lamp with a blackout taillight being in the lower portion.

A dusty footprint on the taillight guard shows why the guards are needed. A footman's loop is welded to the battery door above the taillight.



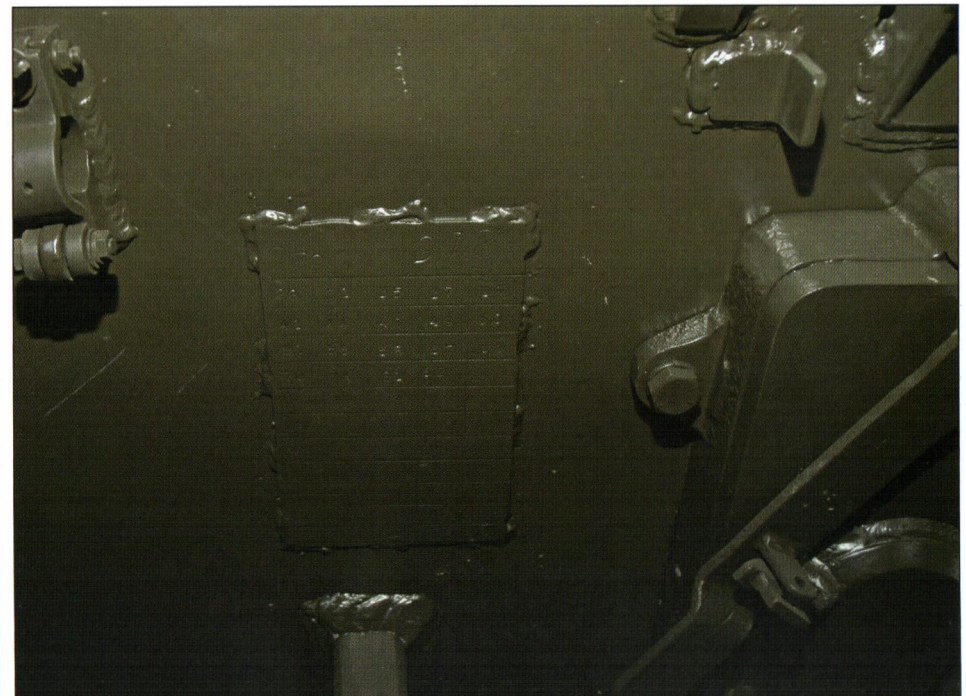


A large, heavy duty lifting eye is welded to each side of the hull rear.

Multiple weld beads attach the lifting eyes to the hull. The part number and foundry logo are cast into the triangular portion of the lifting eye. A casting seam is evident along the outer and inner edges of the lifting eye.

Located on the right side of the hull rear are the modification numbering plate and the interphone box.

As various modifications were performed on the M41, a corresponding number was stamped on this plate to indicate that the modification had been completed.

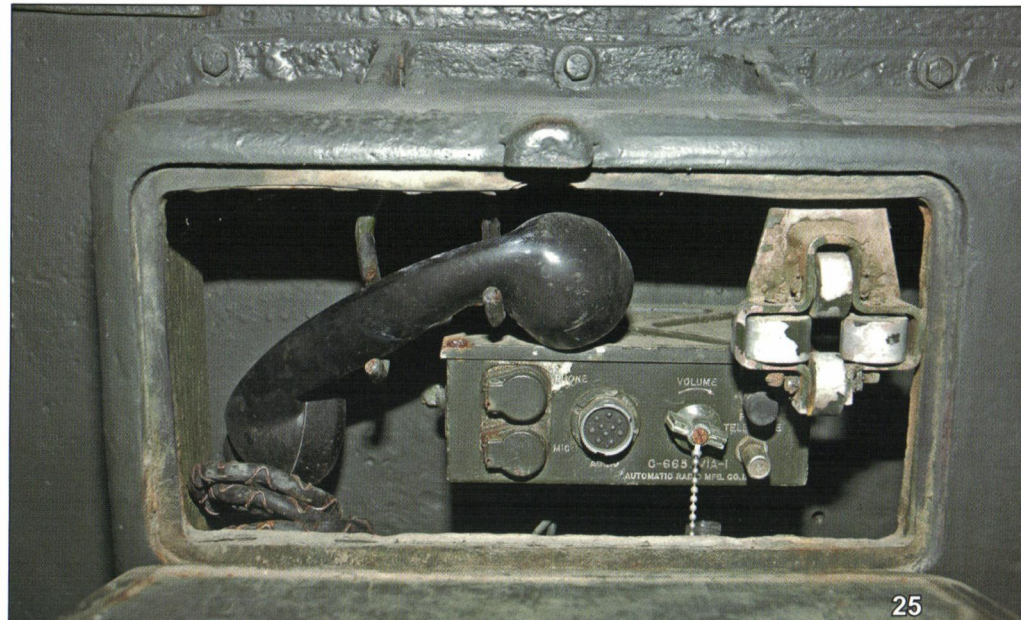


The interphone box houses a telephone-type handset that allows accompanying infantry to communicate with the tank crew. The cover of the box is secured with a hand-operated lever that can be locked with a pad lock as needed.

The cover is made from armor plate and protects the phone from shell fragments and small arms fire. It is hinged at the bottom and swings downwards 180° when the operating lever is disengaged.

A rubber seal is installed around the rim of the box to prevent moisture from damaging the phone system. The phone unit mounts in the metal tray inside the box. The right, rear tow lug is seen to the left of the interphone box.

Located on the face of the interphone control AN/VIA-1 are jacks for an auxiliary hand set or head set and microphone along with a volume control and telephone binding posts. This set is seen mounted in an M47 and is identical to the type used in the M41.

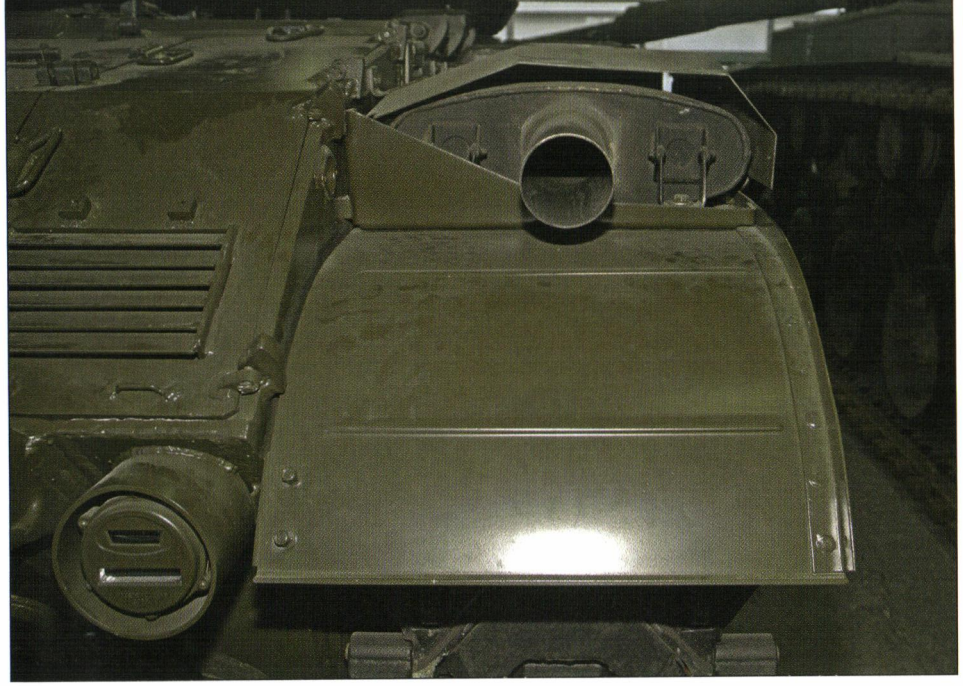


Like the lower, front hull plate, a pair of towing lugs are attached to the lower, rear hull plate. The towing hooks are missing from this vehicle.

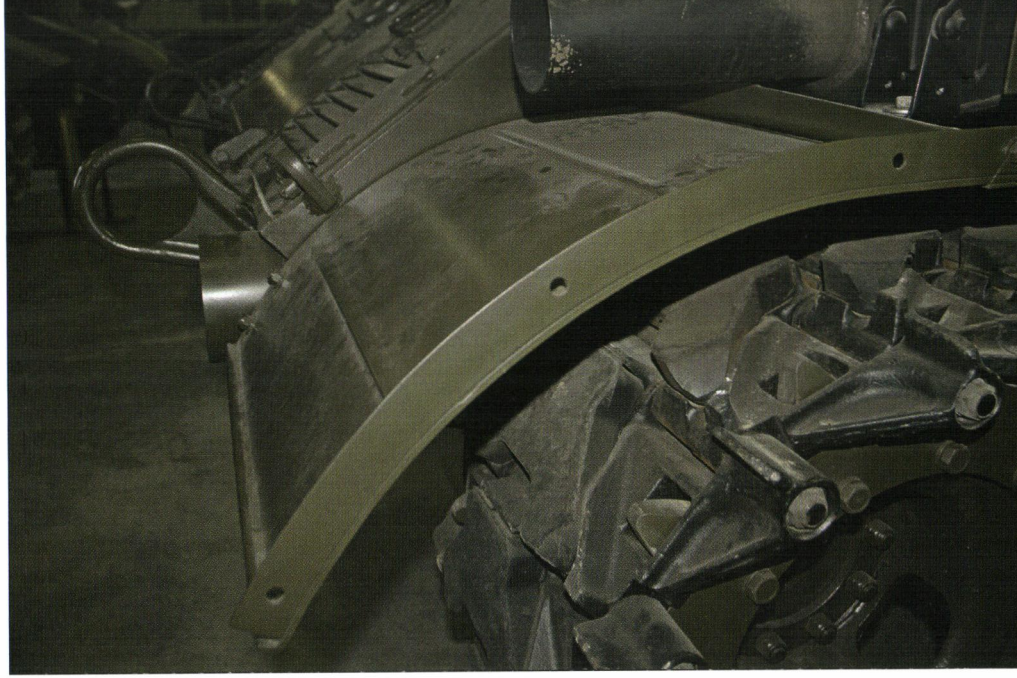
Located between the towing lugs is the pintle mounting bracket. Triangular shaped gussets are welded to either side of the bracket to provide additional strength.

The pintle assembly was installed primarily for pulling ammunition trailers, as its mount is not strong enough to support the towing of other tanks.

When not in use, the pintle hook is stowed above the mounting bracket. A large nut and cotter pin hold the hook in place in either bracket.



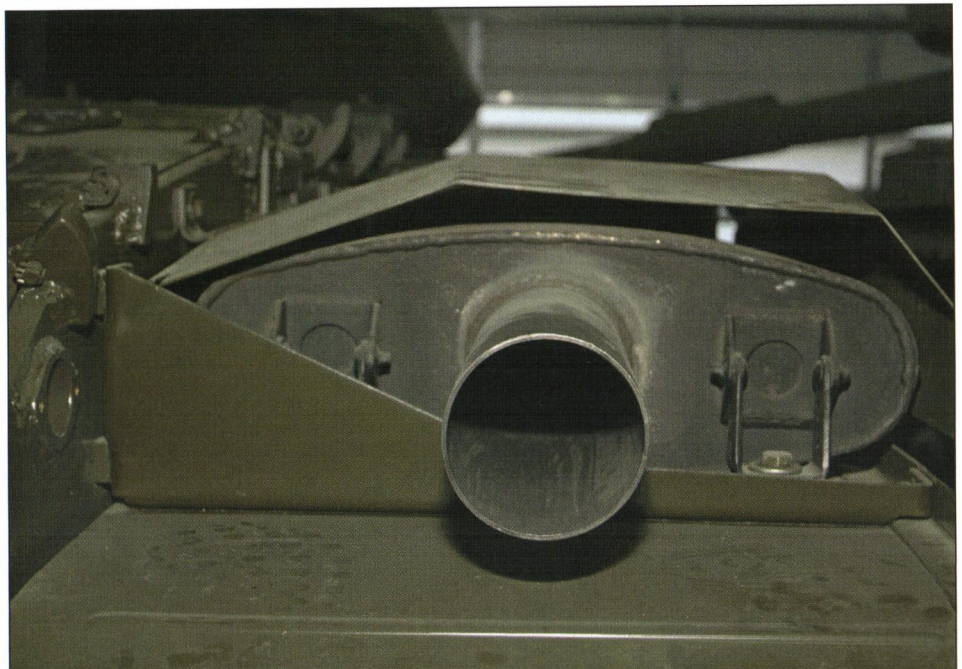
Reinforcement ribs are embossed into the rear fenders for added strength. To the left of the fender is the right-side battery access door.

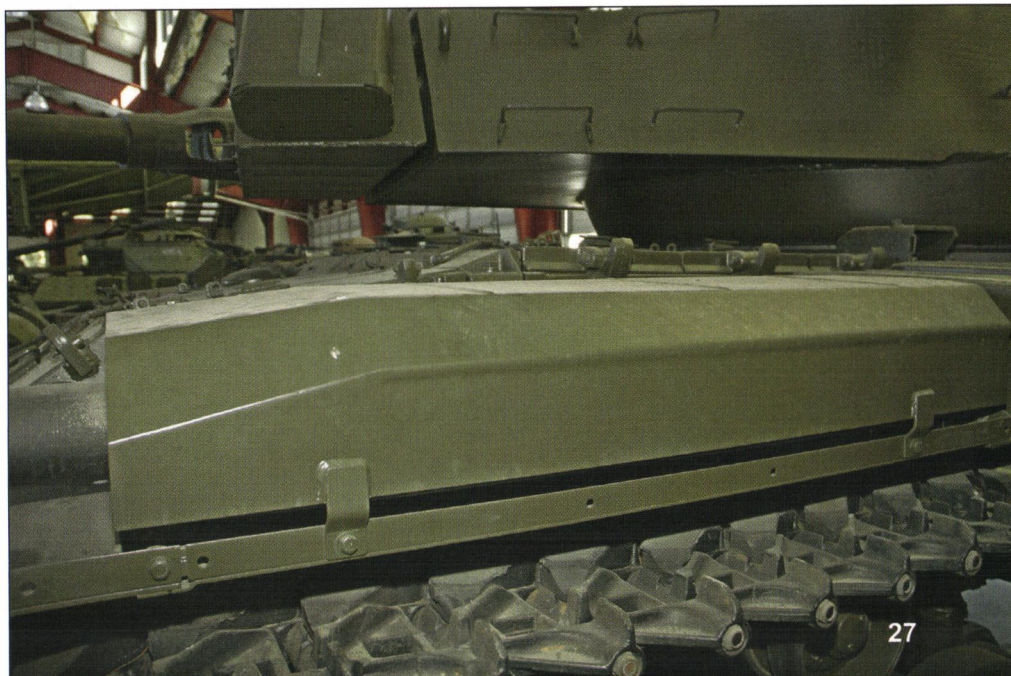


Metal flanges are bolted to the edges of the fenders to allow the installation of sand shields.

A sheet metal fender brace is located behind each muffler. Five hex head bolts attach it to the fender with another two securing it to the hull. The mufflers themselves are bolted to the tops of the fenders in four places, two at the front and two at the rear.

Under normal use, the large volume of heat emitted by the mufflers would cause the heat shields to turn a rust color. This M41 has not been subjected to that kind of wear since it was restored.

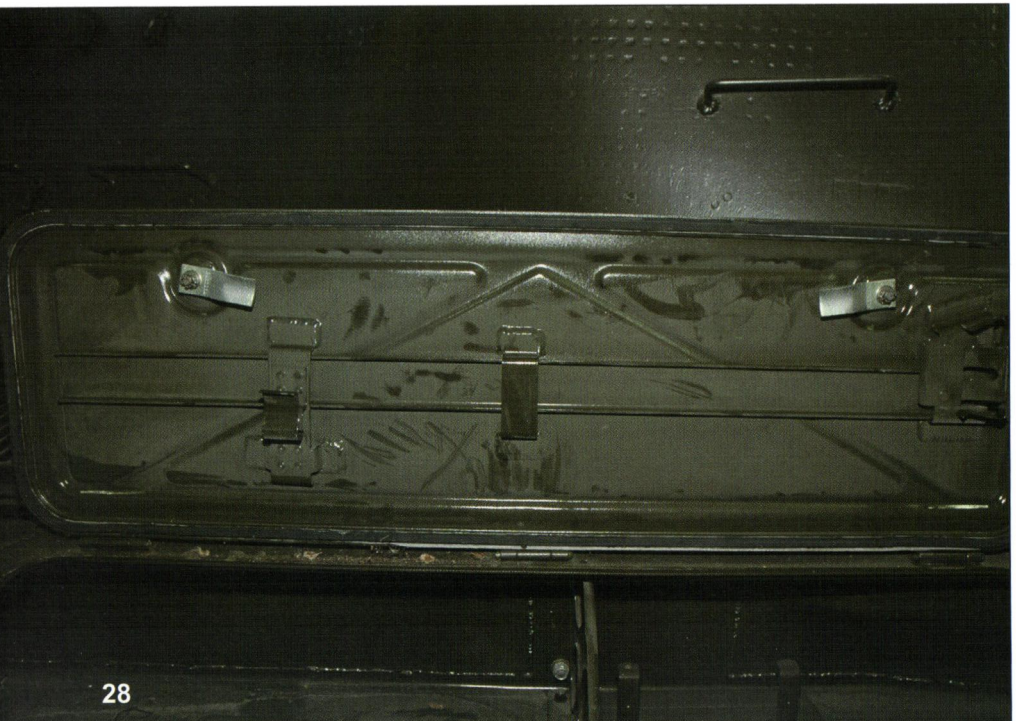




Holes drilled in the fender boxes allow the installation of sand shields.

Additional spare parts, gun oil, and rations are stowed in the right, rear fender box.

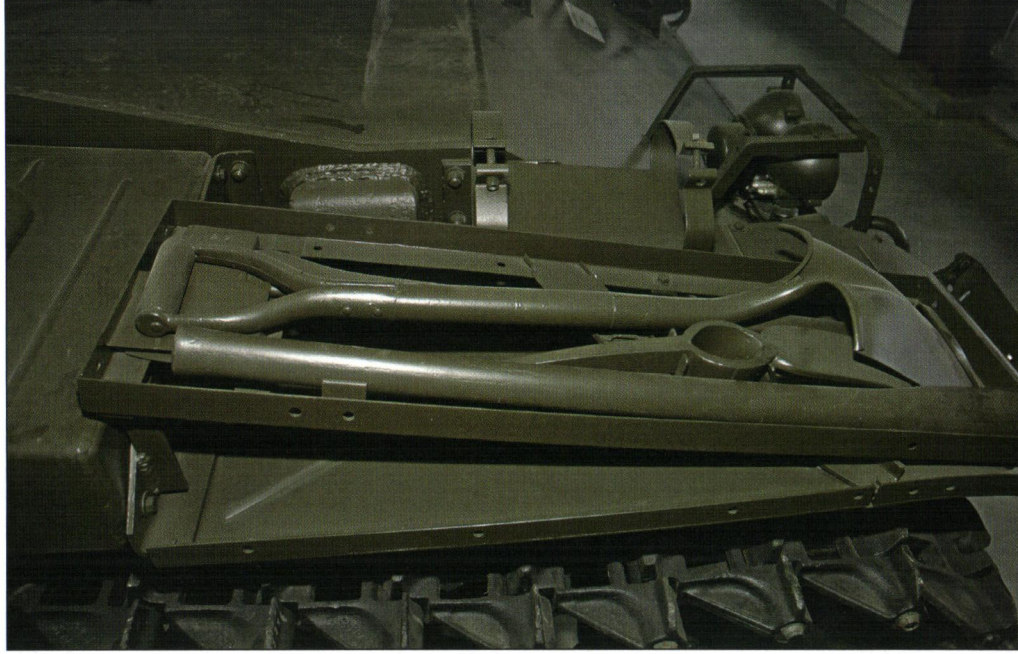
The inner side of the right, rear fender box lid has brackets for stowing various tools and equipment.



The right, front fender bin is a mirror image of the left one. When the latch handles are in the locked position, they are parallel to the sides of the box.

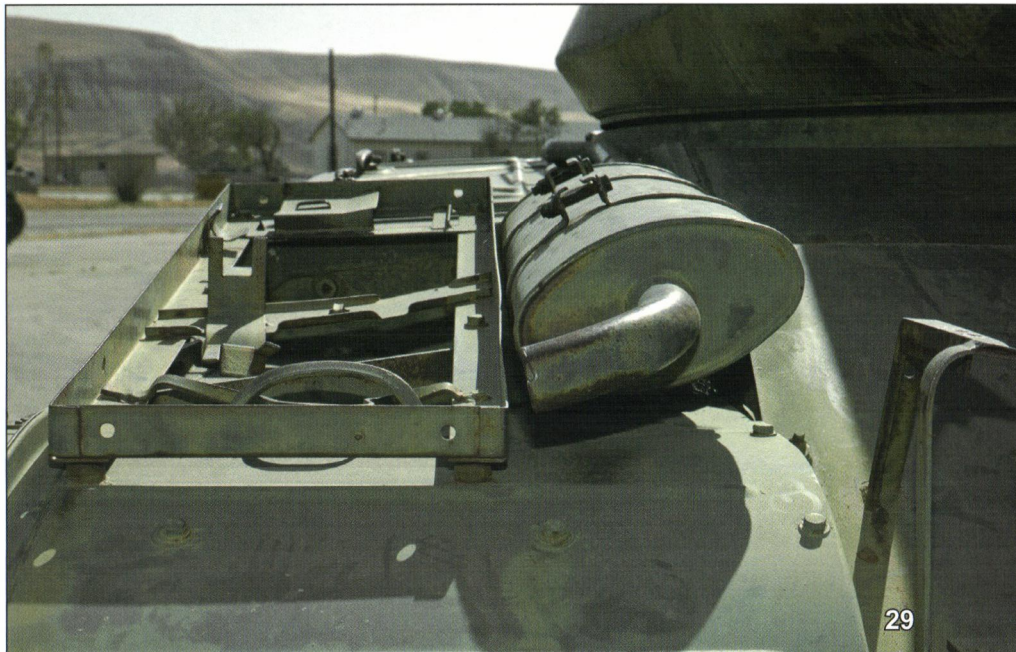
The lids of the front fender bins are hinged in two places. These hinges allow the lids to be opened more than 90° from vertical. When locked, the two latches hook underneath a flange on the inside of the fender box.

The vehicle's tool bag is usually stowed in the right, front fender box along with various other items. The tool bag contains most of the smaller hand tools used by the tank crew to work on the vehicle.



The pioneer tools are stowed in a bracket in front of the right, front fender box. Canvas straps normally secure the tools to the bracket.

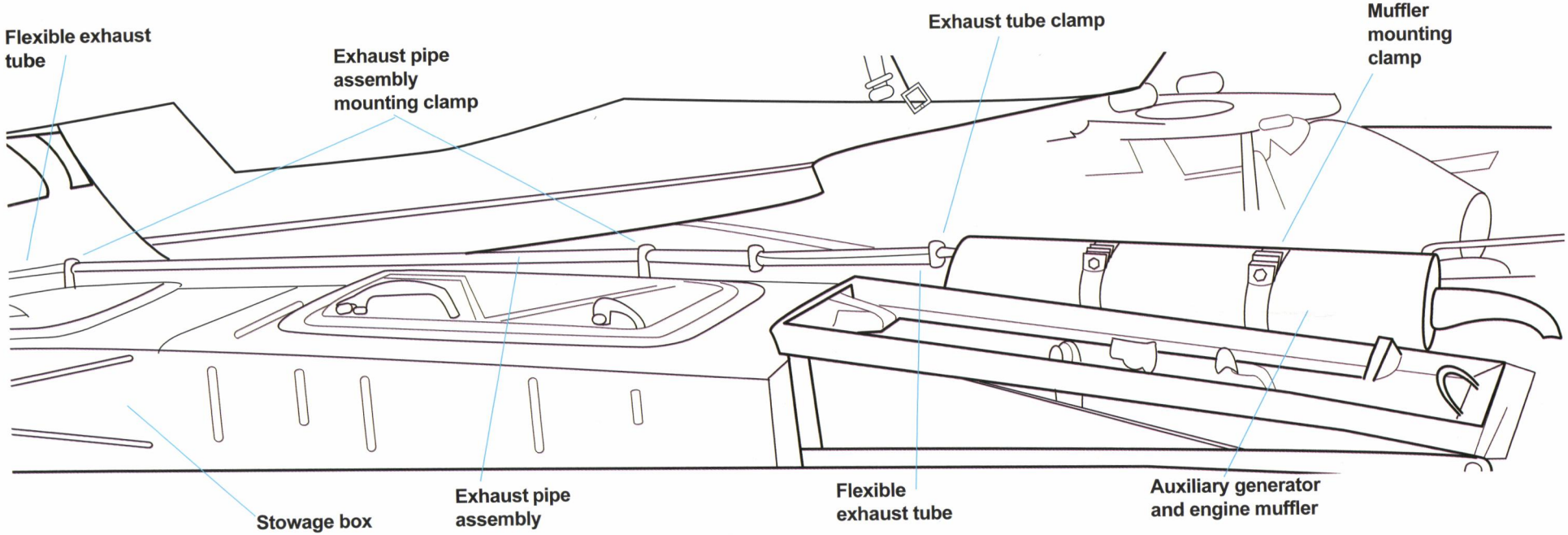
The muffler for the auxiliary generator was fitted to the right, front fender starting with vehicle number 2290. It was also retrofitted to this position on earlier vehicles. To the left of the muffler is the rack for the M41's pioneer tools. A reinforcement rib is embossed into the front of the fender.

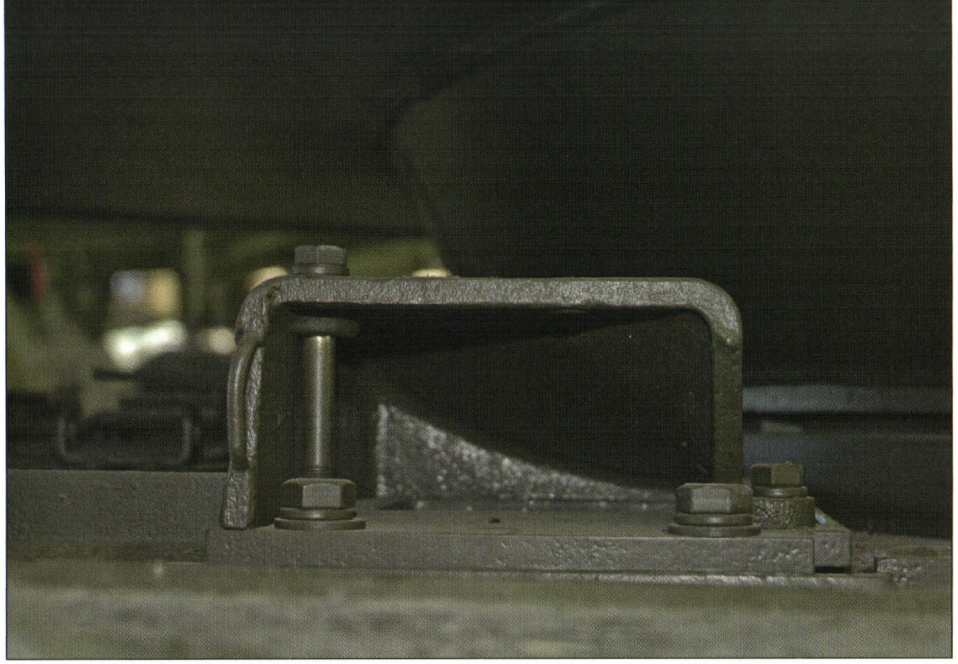


The muffler is mounted next to the pioneer tool bracket and held in place by a pair of mounting clamps.

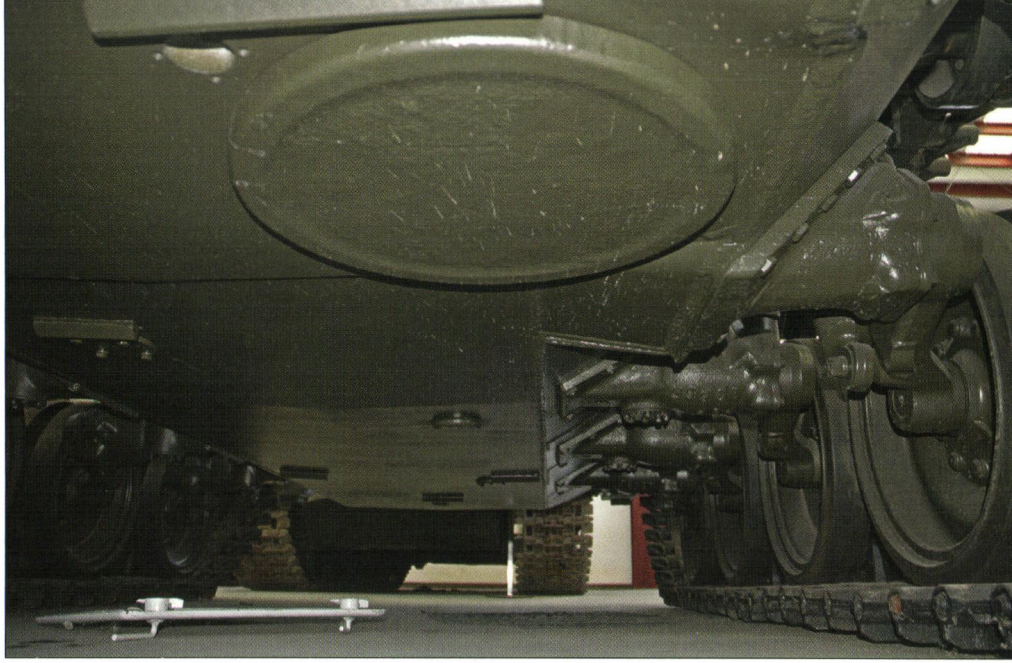
Underneath the empty muffler bracket and pioneer tool bracket is a sheet metal supporting brace for the fender.

Flexible exhaust tubes are connected to both sides of the exhaust pipe assembly. One exhaust tube hooks up to the auxiliary generator exhaust pipe located inside the exhaust shroud, while the other tube connects to the auxiliary generator muffler.



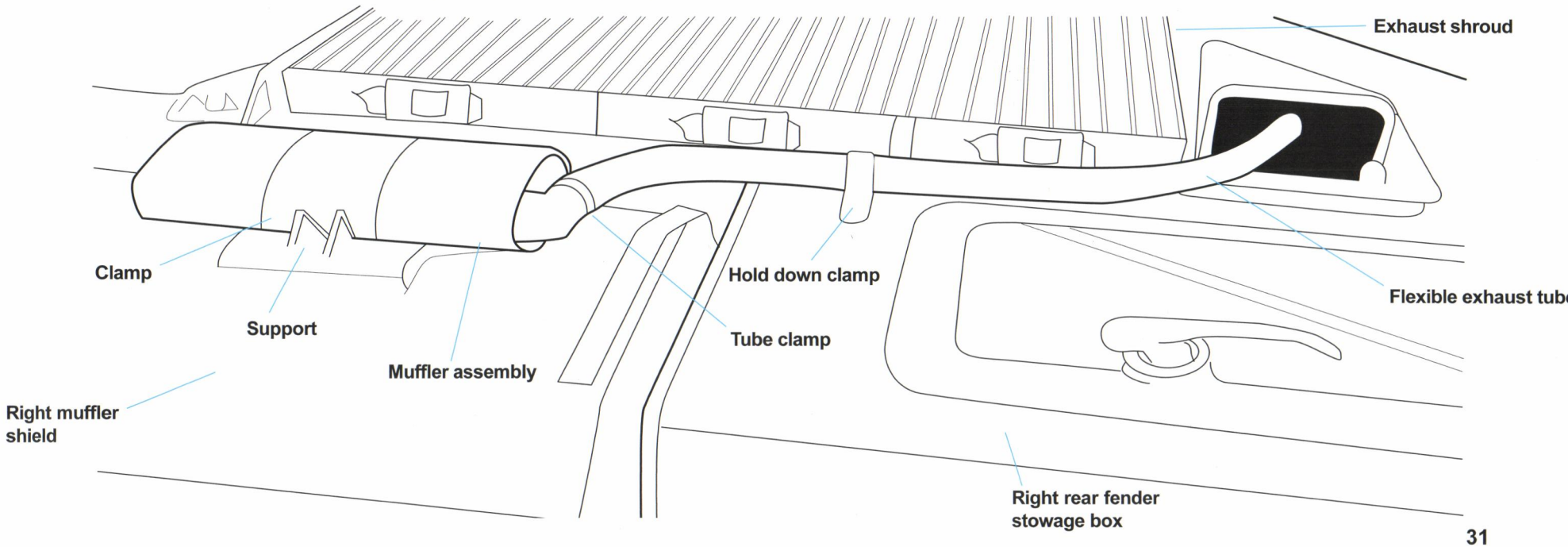


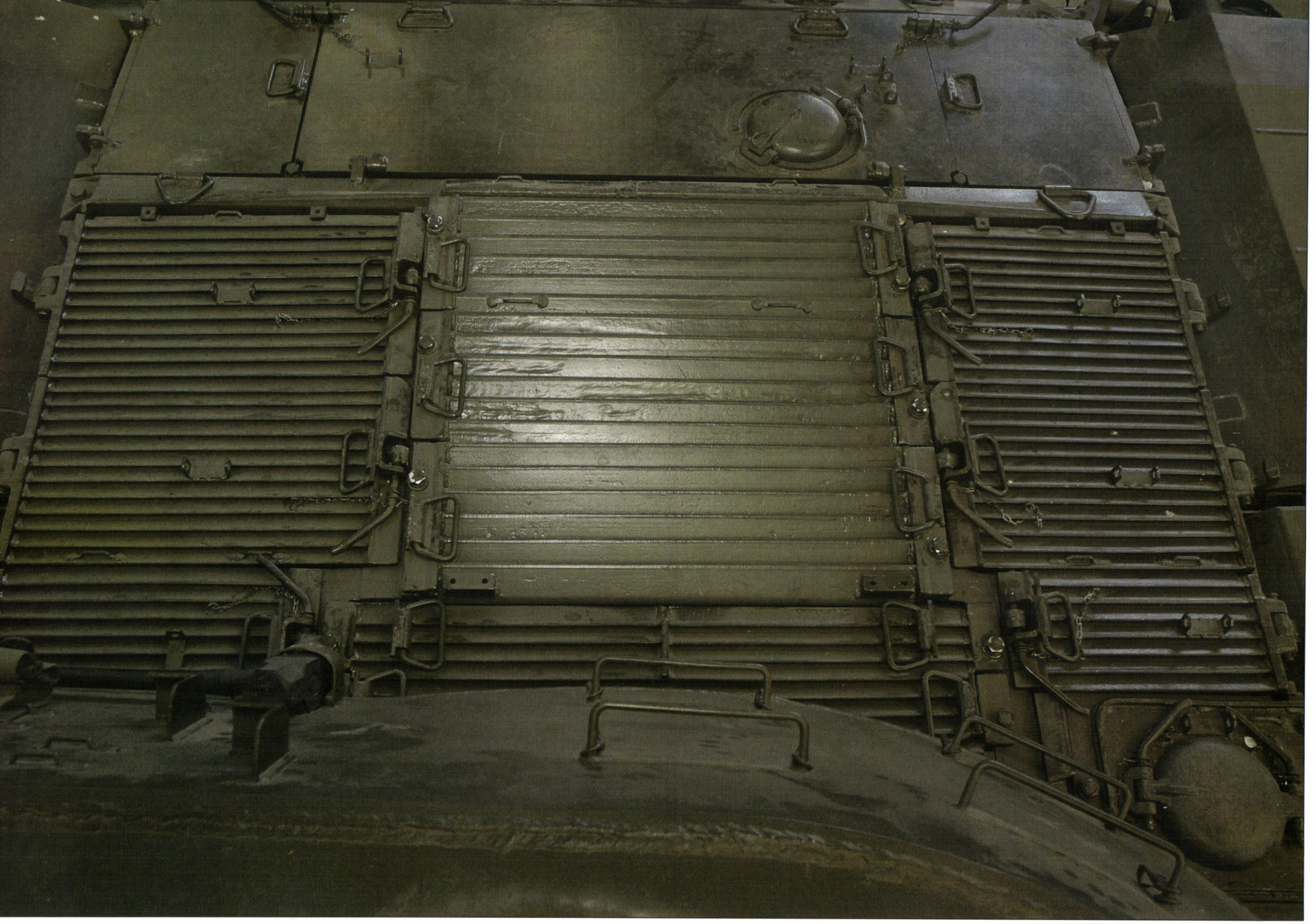
The exhaust pipe for the auxiliary muffler entered the right side of the hull deck through this exhaust shroud.



The driver has access to a circular escape hatch in the belly of the M41. It can only be opened from the inside.

The auxiliary generator muffler is mounted on top of the right main muffler shield on vehicles 1368 through 2289. Due to the extreme amount of heat generated by the main engine mufflers, the auxiliary muffler was moved to the right front fender beginning with vehicle number 2290.





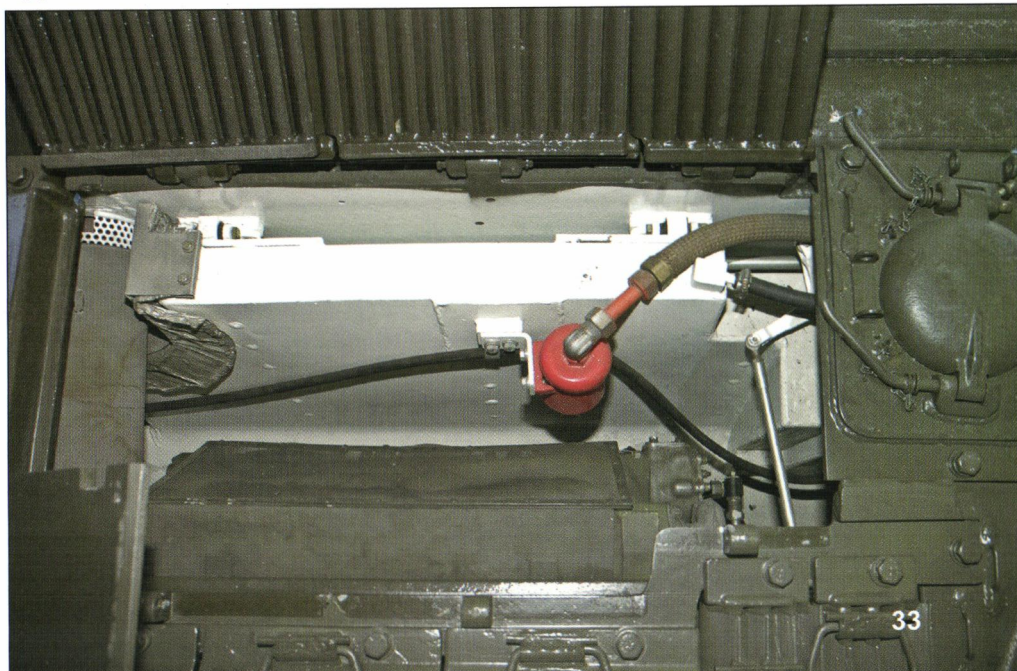
The engine deck is consists of a series of armored louvers. The engine is covered by three sets of louvers that are held in place with hex head bolts. “D” handles are used to lift the louvers in order to expose the engine components for maintenance.

The M41's two fuel tanks are normally filled using the left fuel tank filler. Its armored cover is positioned on the left front of the engine deck. A locking handle secures it closed. The right side filler is located inside the engine compartment.

"D"-shaped handles enable crewmembers to open the louvers. Metal stops were welded to the edge of the upper hull to prevent the louvers from opening too far and damaging their hinges.

Inside the fuel fill is a wire mesh fuel strainer. The strainer can be removed for cleaning as needed. A chain attaches the fuel filler cover in order to prevent it from being lost when opened.

Located underneath the left three louvers is the left fuel tank. The braided line is the fuel tank vent line. The black line attached to the fuel tank is the tachometer flexible shaft. Opposite the fuel tank is the left side oil cooler.

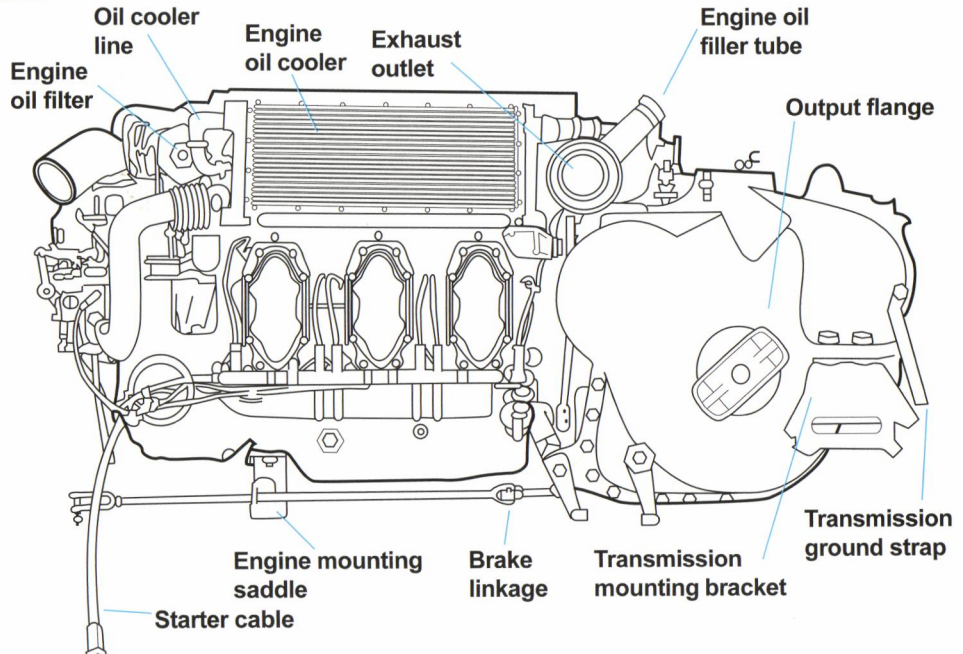


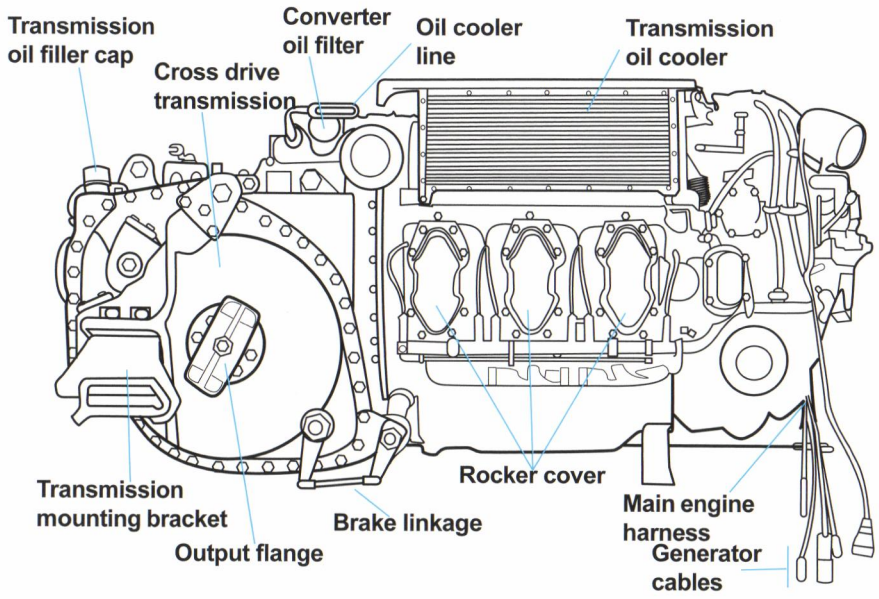
Universal joints, such as the one seen in the left side of the engine and transmission compartment, connect the final drive assembly to the transmission. This allows power to be transmitted to the drive sprockets. Along the sidewall is the left fuel tank. The cable attached to it is the speedometer flexible shaft. (Ft. Snelling Military Museum)

Access to the engine compartment from the fighting compartment is possible by removing an access hatch located on the bulkhead. With the power plant being offset to the left, the right side universal joint assembly requires an adapter for it to connect properly to the final drive assembly. Behind the universal joint is the right side fuel tank. (Ft. Snelling Military Museum)

A bulkhead separates the fighting compartment from the engine compartment. Two cylindrical engine air cleaners are mounted against the bulkhead. In the center of the floor between the two cross members is the engine-mounting base. To the right rear of the base is the fuel shut-off valve. Fuel capacity between the two fuel tanks is 140 gallons. (Ft. Snelling Military Museum)

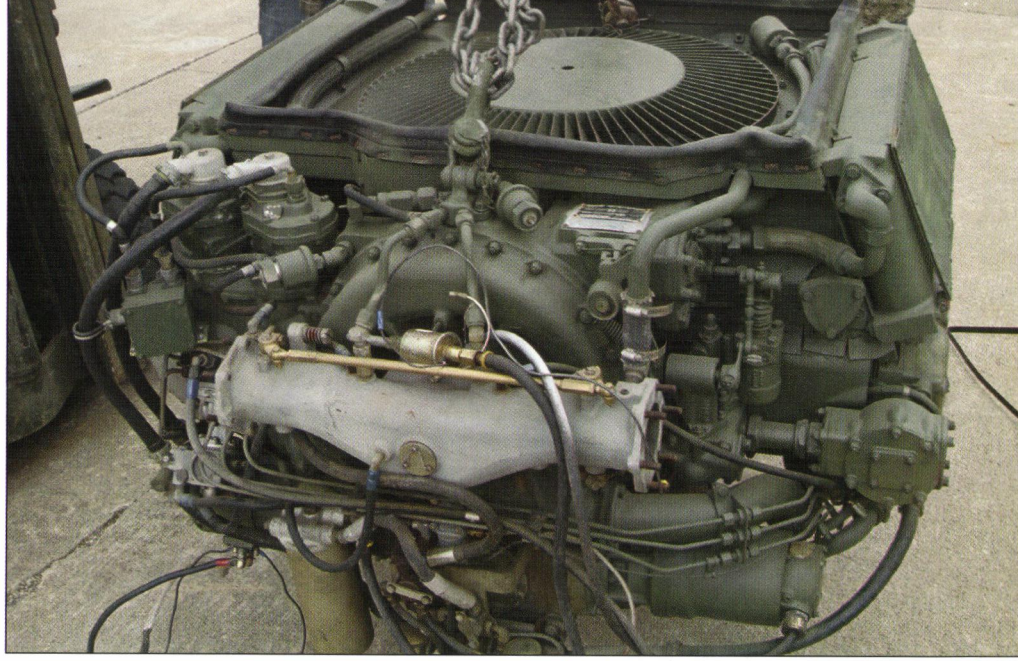
A six-cylinder, four-cycle Continental AOS-895-3 gasoline engine powers the M41 and the M41A1. The air-cooled engine requires a minimum of 80-octane gasoline. The oil capacity is 44 quarts. The powerpack could be removed from the M41 as a complete unit.





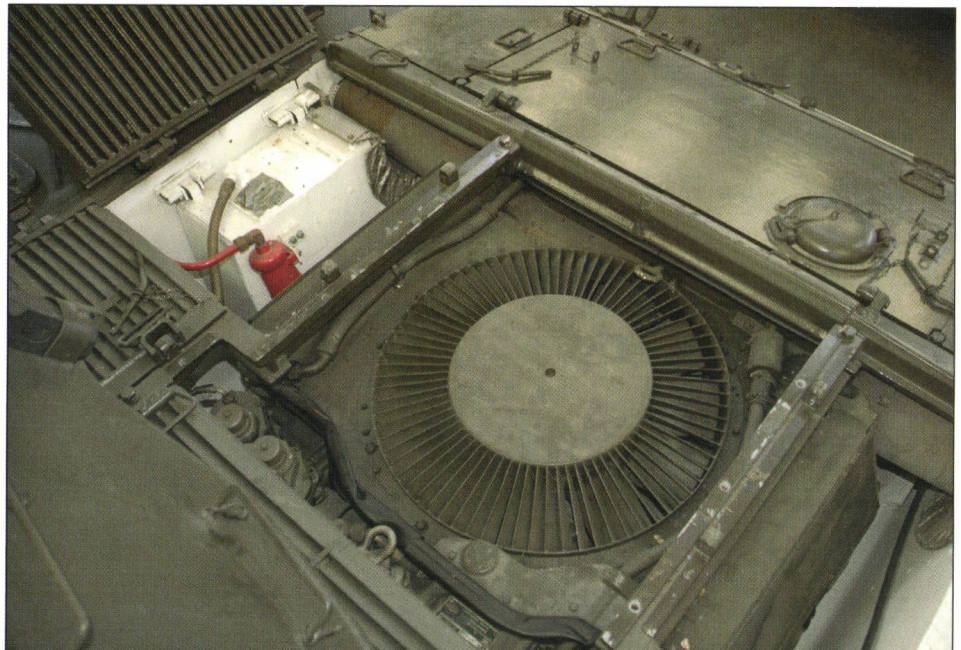
The AOS-895-3 developed 440 net horsepower at 2,400 rpm. The weight of the engine when dry was about 1,900 pounds.

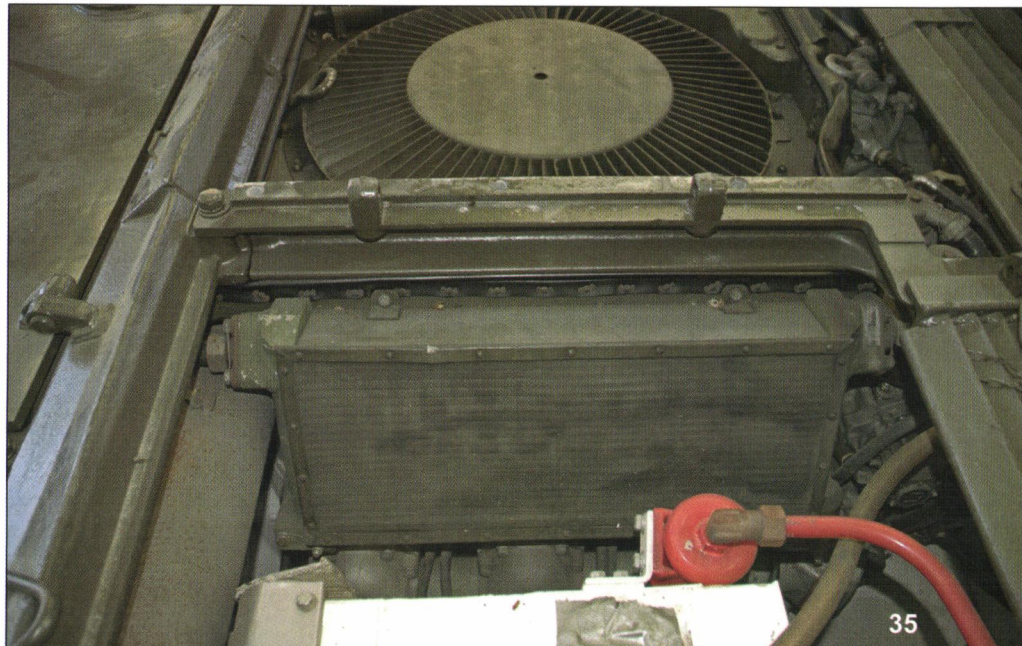
A 12-blade cooling fan is mounted underneath the fan vane outlet housing on top of the AOS-895-3. The braided hose to the left of the fan is the transmission oil cooler outlet line. The engine oil cooler outlet line is located to the right of the fan. On the far left is the left-side fuel tank. A fire suppression line is mounted next to it.



The carburetors on the gas hog AOS-895-3 were replaced with a fuel injection system in 1955. The new AOSI-895-5 engine consumed 20 percent less fuel than its predecessor. A kit was available for converting the AOS-895-3 into the AOSI-895-5. A converted M41 was designated M41A2, while the M41A1 became M41A3. (Ft. Snelling Military Museum)

The transmission oil cooler is located on the right side of the engine. The red hose and cylinder are part of the engine compartment's fire suppression system.



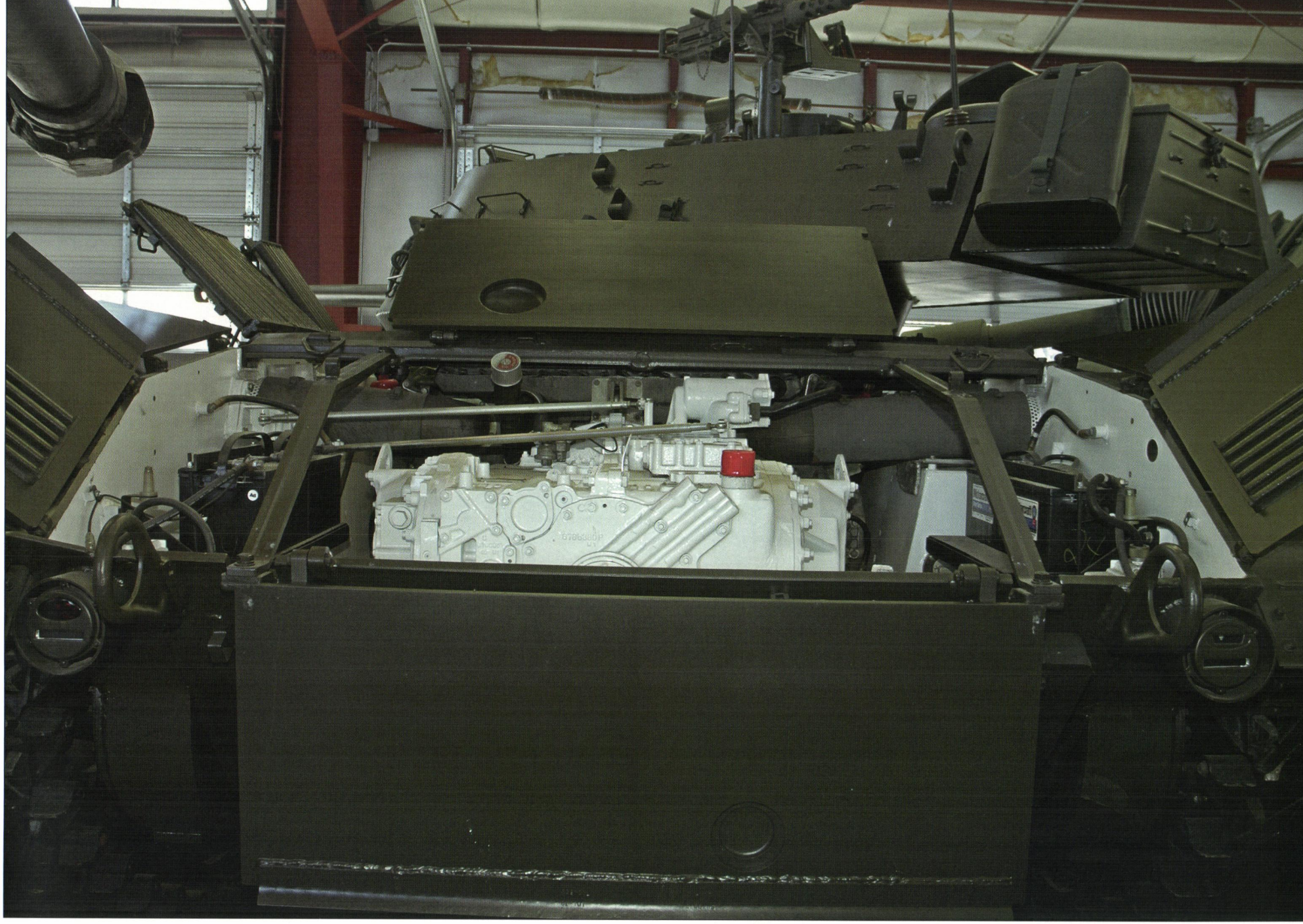


Six armored doors cover the transmission and battery compartments.

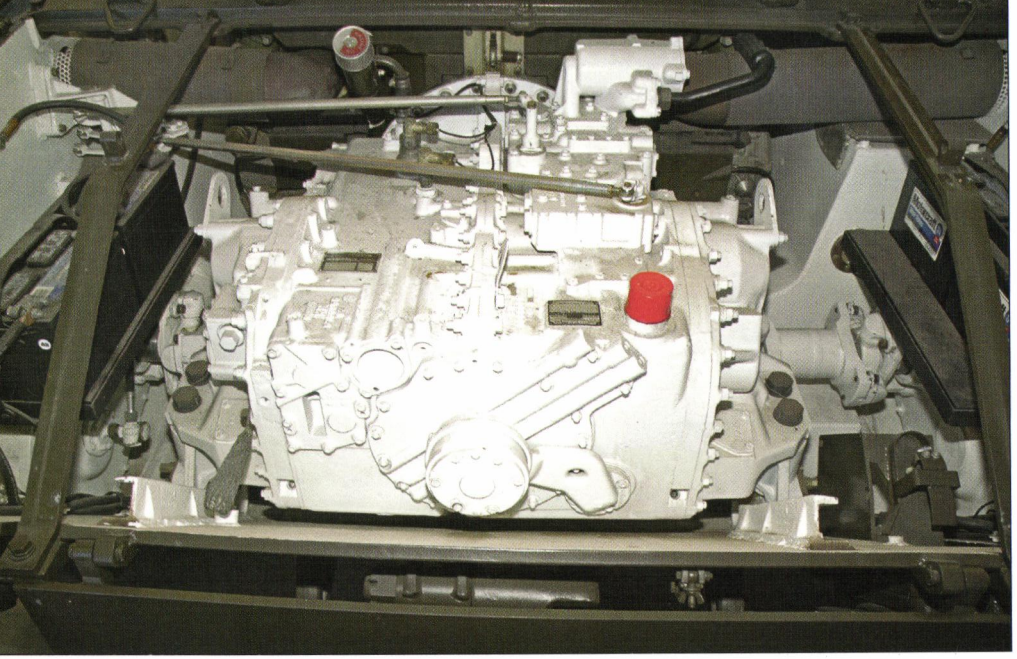
Mounted on the upper or front transmission access door is the armored cover for the engine oil filler. A pair of metal strips are welded to the door around the cover to protect it from bullet splash.

The transmission oil filler cover is mounted on the lower or rear transmission access door. It too has metal bullet splash strips surrounding it.

It is easy for the crew to add transmission fluid. They just have to remove the locking handle and open the cover to access the transmission oil filler.

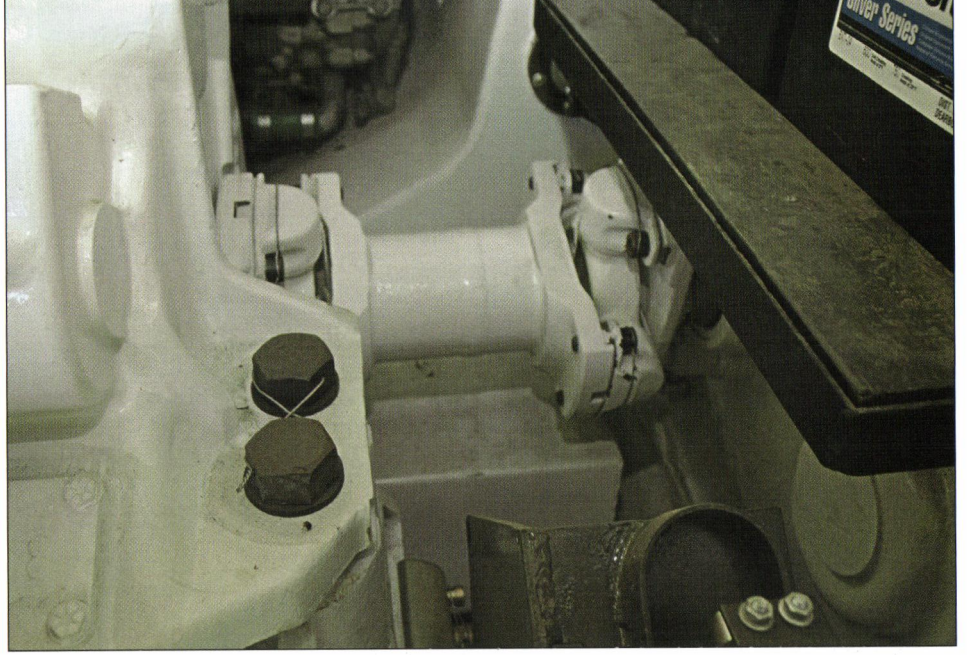


Opening all six doors affords nearly complete access to the Allison CD-500-3 cross drive transmission and batteries. Extending from the engine deck to the lower hull plate are two angled braces that support the access doors. The braces can be removed to allow removal of the transmission.



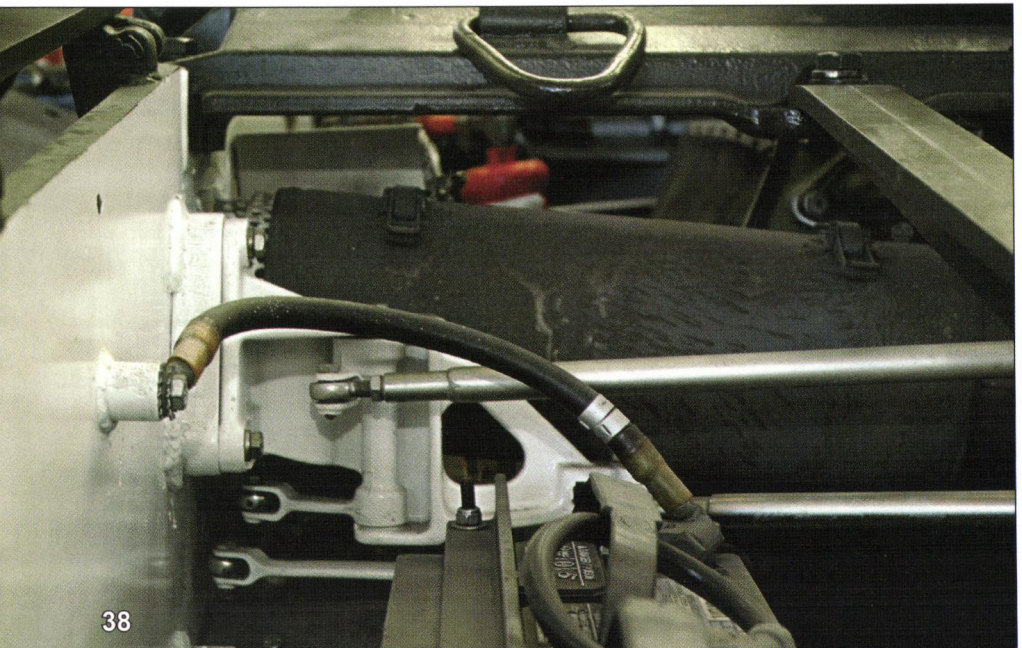
Flanked on either side by batteries is the Allison CD-500-3 cross drive transmission. The red cap is the transmission oil filler. A pair of control rods are mounted on top of the transmission with the steering control rod in the front and the range selector control rod behind it.

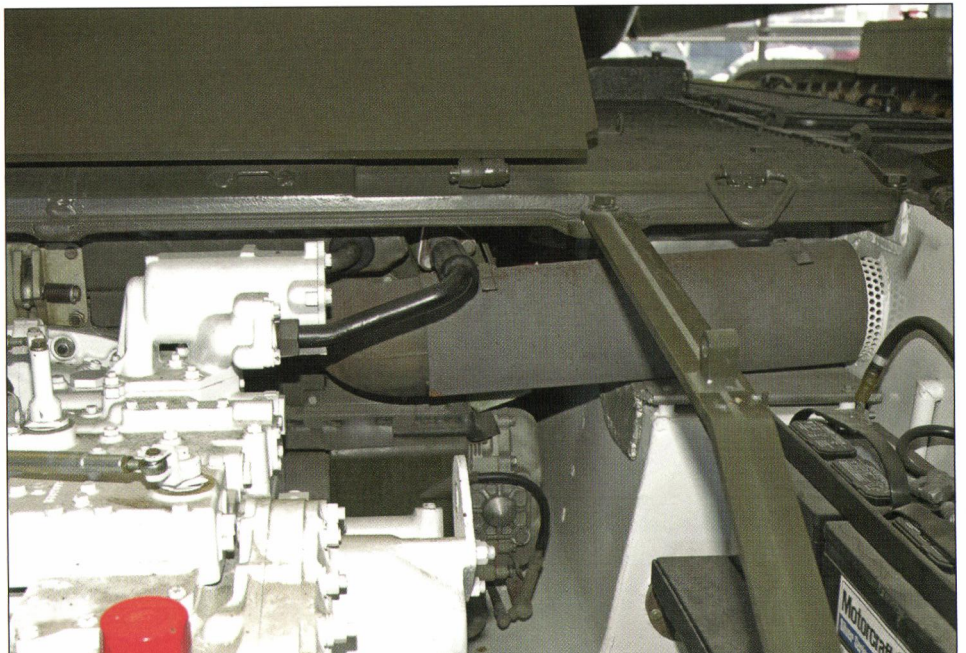
The control rods connect to linkages on the left side of the transmission compartment. In the foreground is the battery grounding cable.



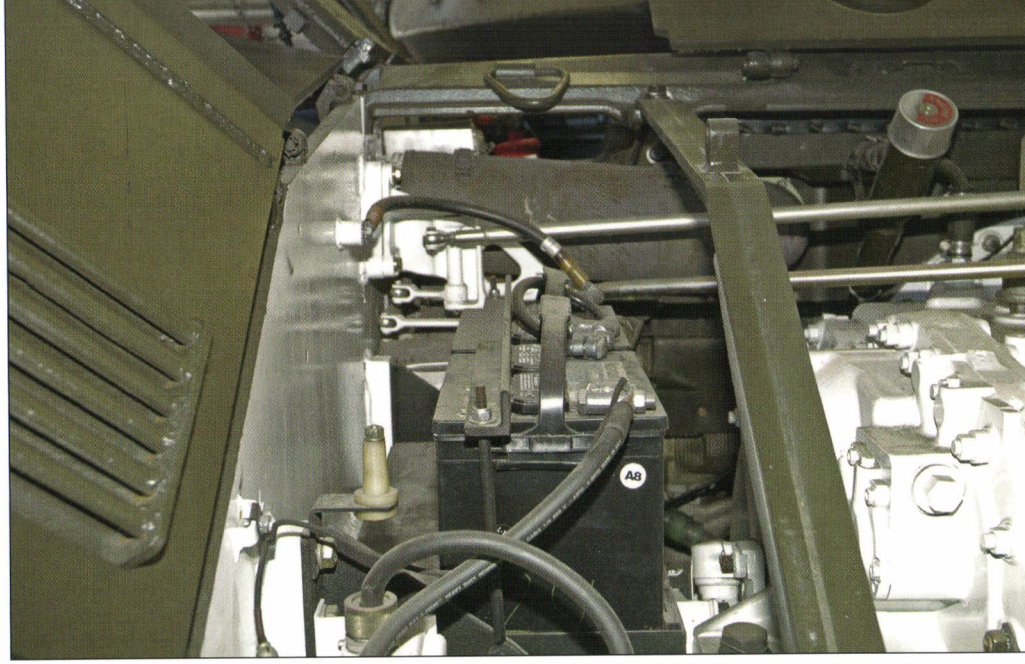
Just below the battery trays on both sides of the transmission are the universal joints. The right hand universal joint is seen here.

Also contained in the transmission compartment is a pair of cooling air ducts with the right hand one seen here. The white housing to the left of the duct is the convertor oil filter while the black line running out of it is the oil cooler line. The red-capped transmission oil filler is seen on the lower left.





Each battery compartment is covered by one louvered door and one solid door. In order to prevent damage to the hinges and the travelling lock, metal stops limit how far the door can open.



Four 12-volt batteries are used for the M41's 24-volt DC electrical system. Two are mounted in parallel in each battery tray. One of the angled supports for the transmission and battery access doors is seen on the right.

The battery compartment doors cannot be opened unless the transmission access doors are opened first. When closed, the transmission access doors rest on the flanges on the edges of the battery compartment doors.

The interphone mounting bracket rest is inside the right side of the transmission compartment. In the background is the right-side battery tray. The right-side universal joint is below the battery tray.

A 32mm (1.25-inch) thick gun shield protects the front of the turret. There are apertures in it for the co-axial machine gun and the gunner's telescopic site. The two lifting rings cast onto the upper edges of the gun shield aid in its removal.

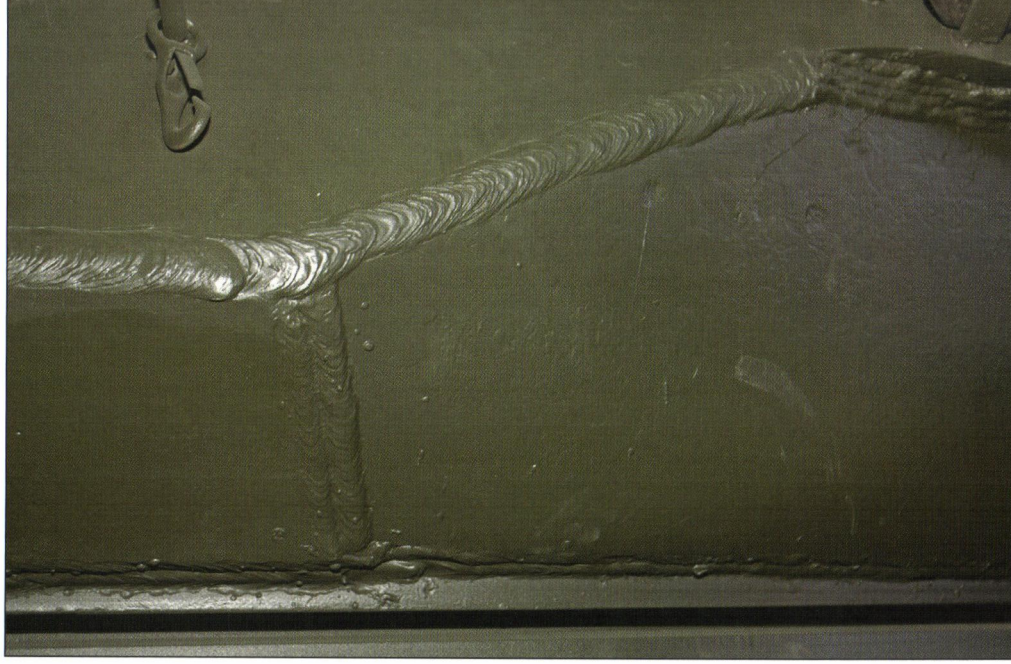
A canvas cover could be attached to the front of the turret to protect the gun shield/turret joint from moisture and debris.

The gun shield cover has a framed opening for the gunner's site aperture. The aperture itself has an armored cover that could be opened and closed from inside the turret.

A series of metal fasteners attach the gun shield cover to the turret front. Each fastener is attached to the turret with a hex head bolt. The left-hand side lifting eye is seen to the right of the gun shield cover.

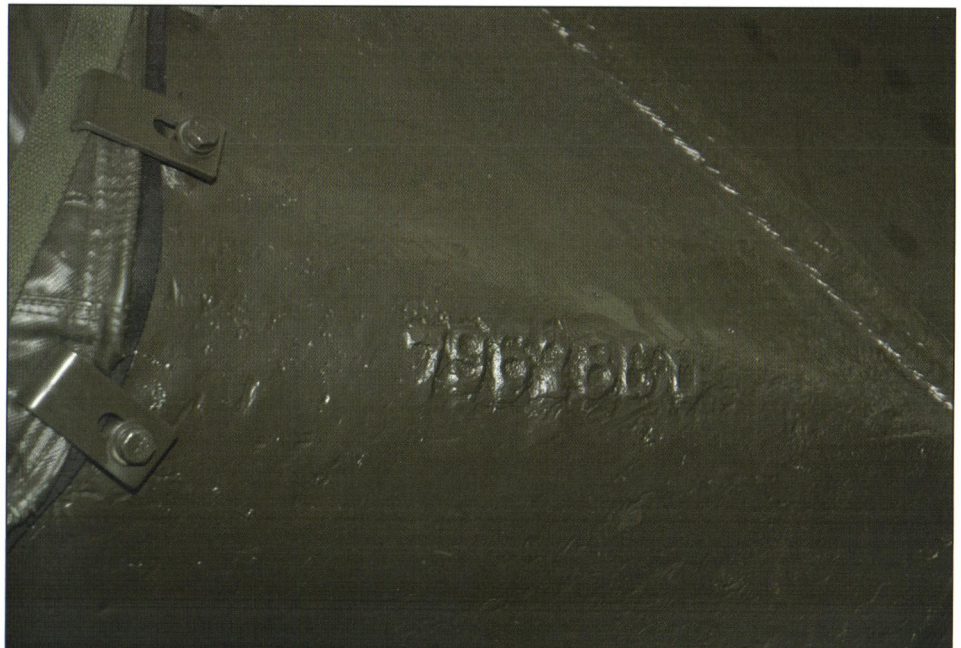
The M41 turret is comprised of castings and rolled homogeneous armor plate welded together with preformed rolled plate before assembly. Two types of turret assembly are used on the M41. On a very few early production models, the turret has the weld seams in locations different from those on standard production turrets like this one.

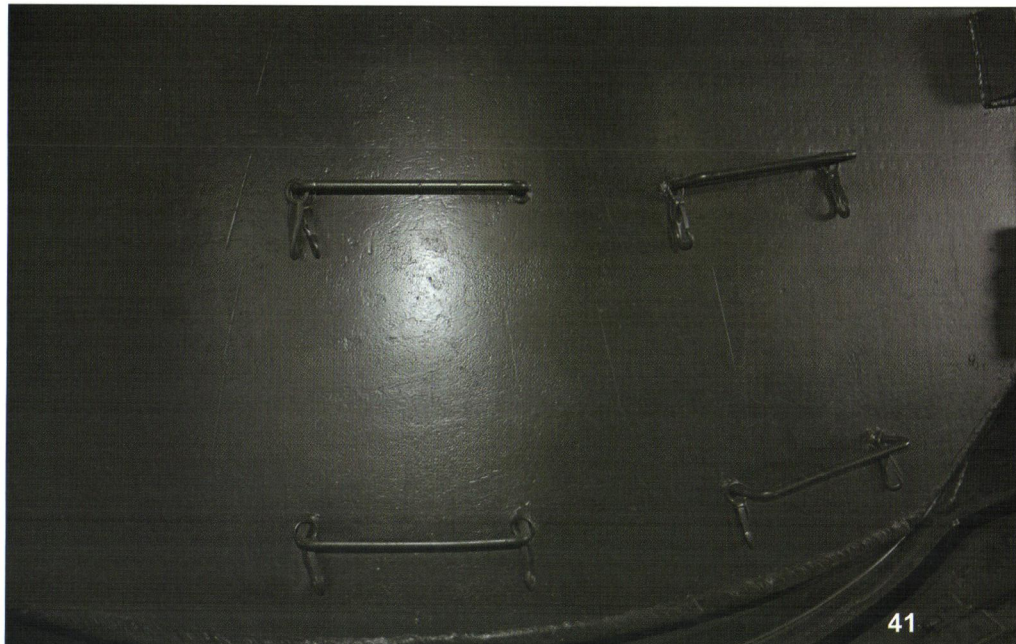
The front portion of the turret was casting that is welded to rolled plate. The seven-digit number is the casting's part number.



The prominent weld seams on the left side of the turret are seen up close. To the right of the picture is the turret bustle, which is formed from rolled homogeneous armor plate.

Four metal handles are welded to the left side of the turret. These handles can be used for stowing additional equipment such as rolled camouflage netting. In addition, crewmembers usually hung personal gear like rucksacks and sleeping bags from them. Metal clips for hanging equipment have been attached to each of the four handles.



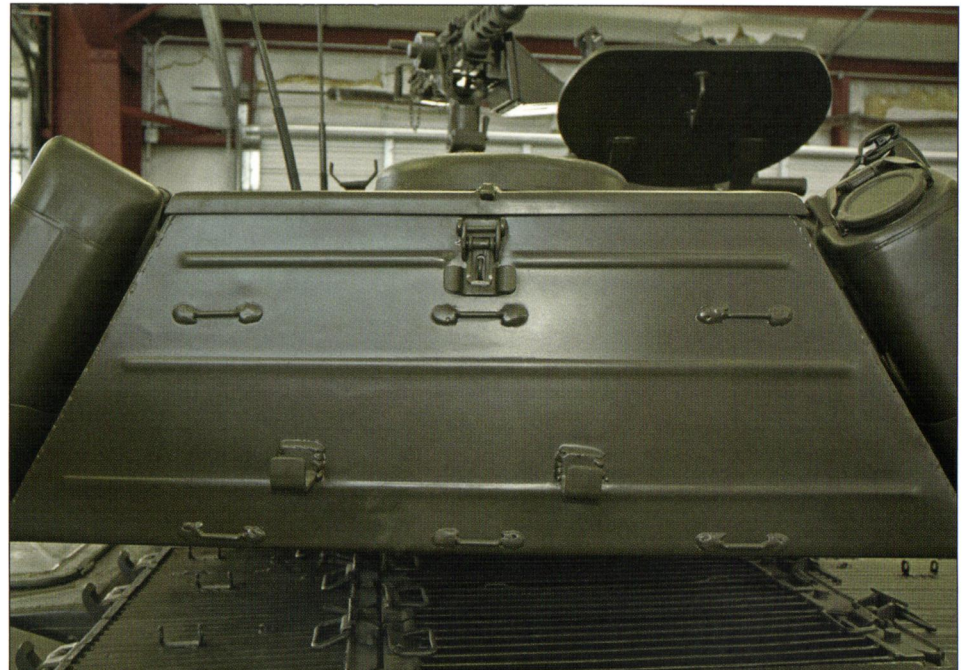


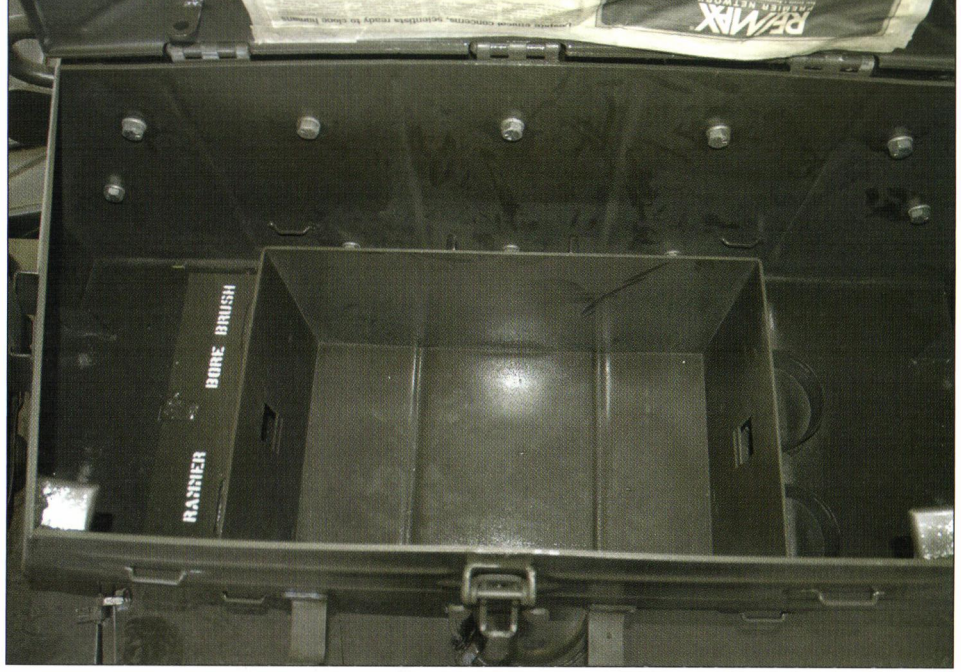
The rolling process used to shape the plates caused dimples in the armor plate that made up the sides of the M41 turret.

Attached to the rear of the turret bustle is a stowage bin. Water can racks are fitted to both sides of the bin. Brackets and a footman loop for storing spare .50 caliber machine gun barrels are seen to the left of the bin.

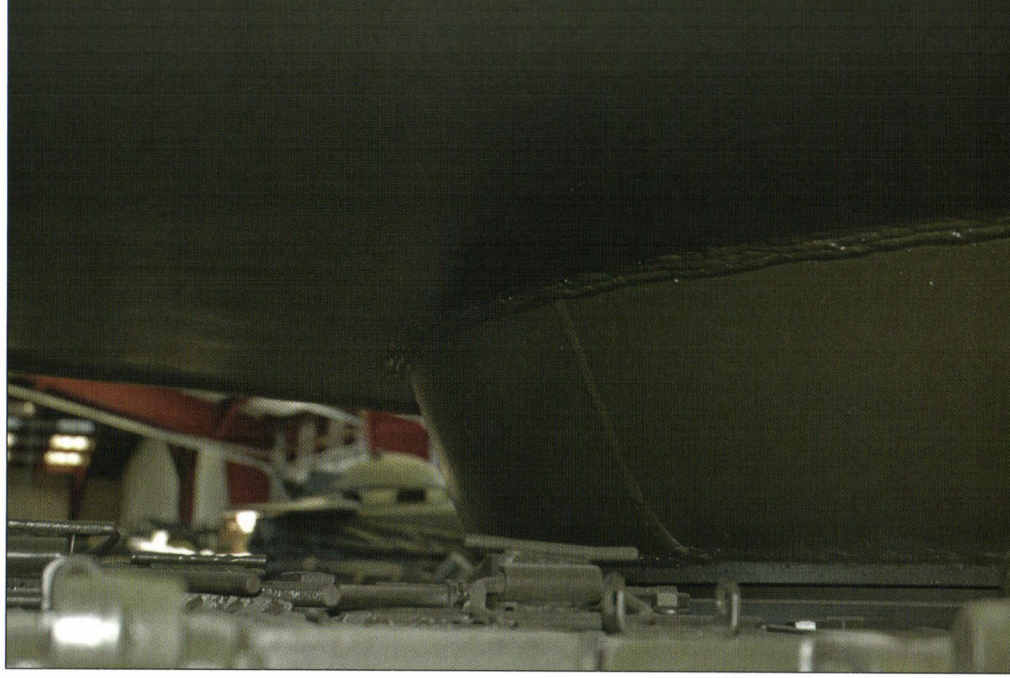
"L" shaped brackets on the left side of the turret bustle hold the spare barrel for the .50 caliber M2 machine gun. Some turrets have a single pair of brackets while others have two pairs. Stowed below the spare barrels is the vehicle's sledgehammer.

Six footman loops and brackets for stowing a tripod for the .50 caliber M2 machine gun are fitted to the rear of the bin. Three stiffeners are embossed into the rear of the bin.





Various items are stowed inside the bustle bin including a cook stove, ammunition and cleaning gear for the .50 caliber M2 machine gun, and flexible nozzles for fuel drums.



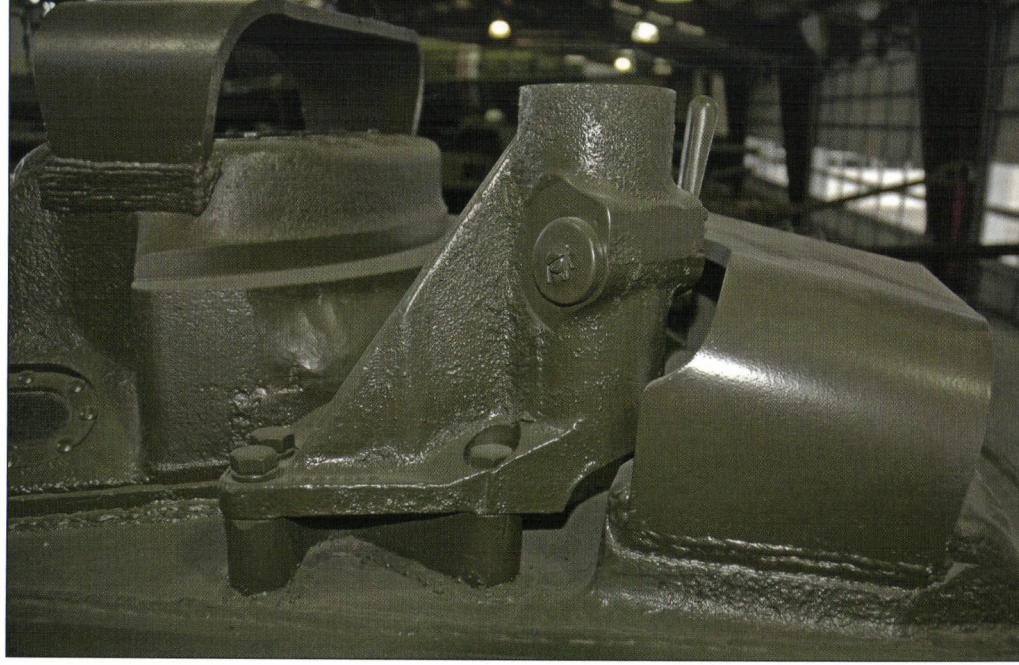
The rear of the turret shows prominent weld beads where the bustle is attached to the lower portion of the turret

An "X" pattern is embossed into the bustle bin lid in order to provide added stiffness. The lid is attached to the bin with three hinges and opens towards the front of the turret.

Eight additional handles are welded to the right side of the turret. Lifting eyes fitted to the front and rear of the turret facilitate lifting the turret from the hull.

The 19mm(.75-inch) thick turret roof offers protection against artillery fragments and small arms fire. The plate bolted to the turret at the front of the roof can be unbolted and taken away to allow removal of the Combination Gun Mount M76 or M76A1 for maintenance.

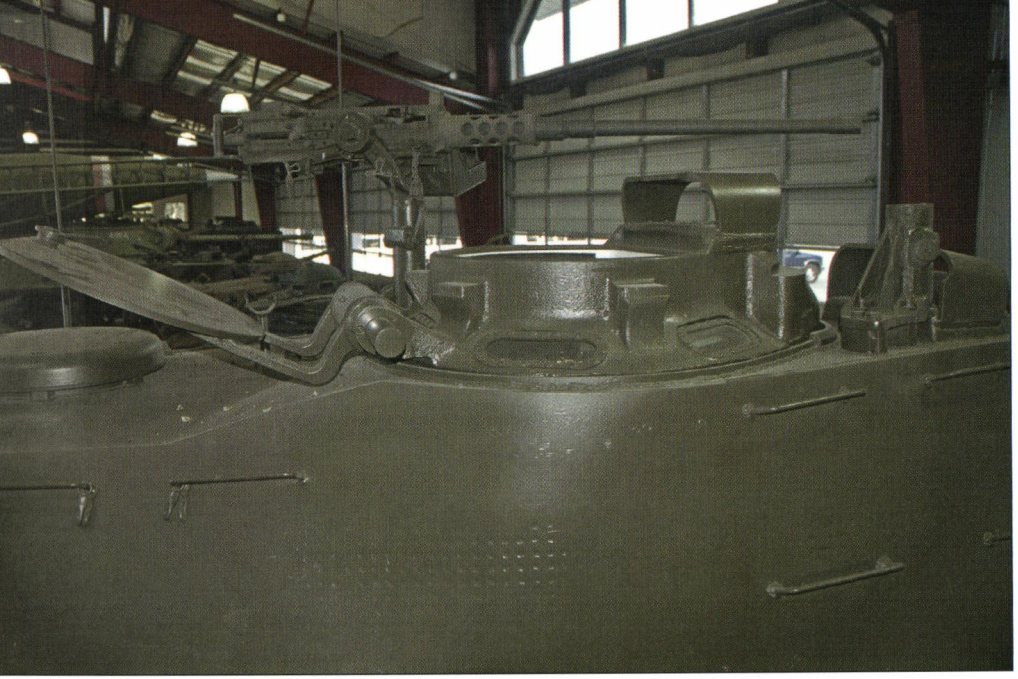
Both the gunner and commander have either a M20 or M20A1 periscope fitted in the right side of the turret roof



The forward pintle stand is bolted to a bracket on the turret roof. A locking lever on the side of the pintle stand secures the machine gun mount to it when in use.

A pintle stand for the .50 caliber M2 machine gun is fitted behind the gunner's periscope. This stand allows the commander to use the weapon to engage both ground and airborne targets. A cast texture is visible on the pintle stand and the periscope housings.

The commander's periscope is fitted in a semi-circular casting in front of the cupola. The casting elevates the commander's periscope above the gunner's periscope. Metal covers protect both periscopes from damage by debris and combat boots.



Both the commander and gunner enter the turret through the commander's cupola. The cupola is fixed in place on right side of the turret with no provision for it to rotate.

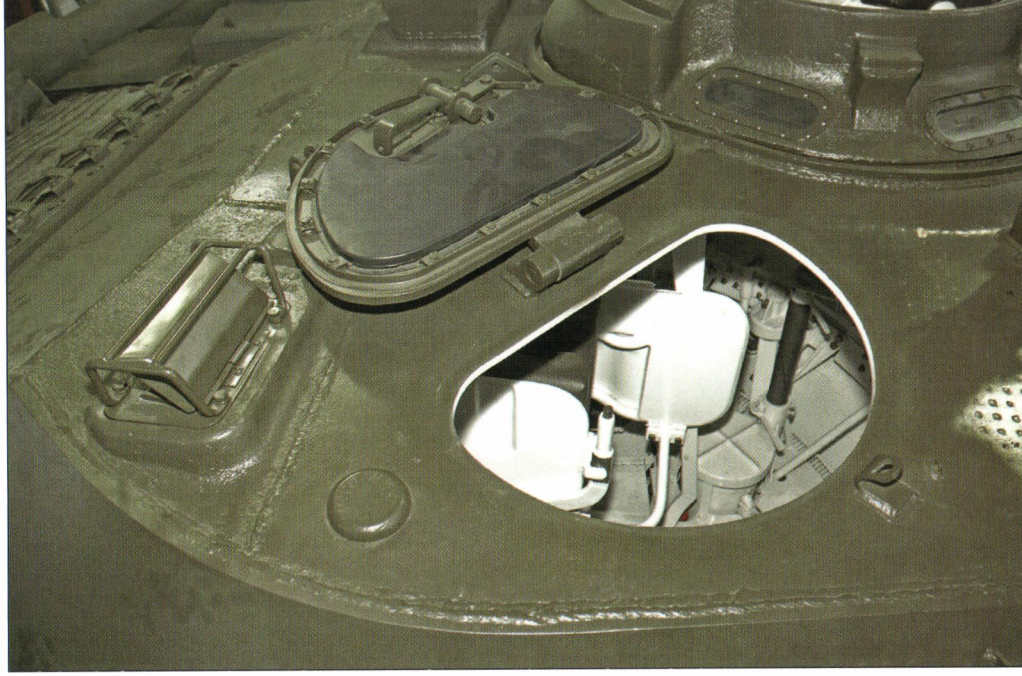
Five armored glass vision blocks allow the commander a near 360° view from the cupola.

The commander's cupola door is mounted on two hinges that are attached to the rear of the cupola. A lifting handle is provided on the outside of the door.

A locking lever is located on the inside of the cupola door. When locked from the inside, the door cannot be opened from the outside.

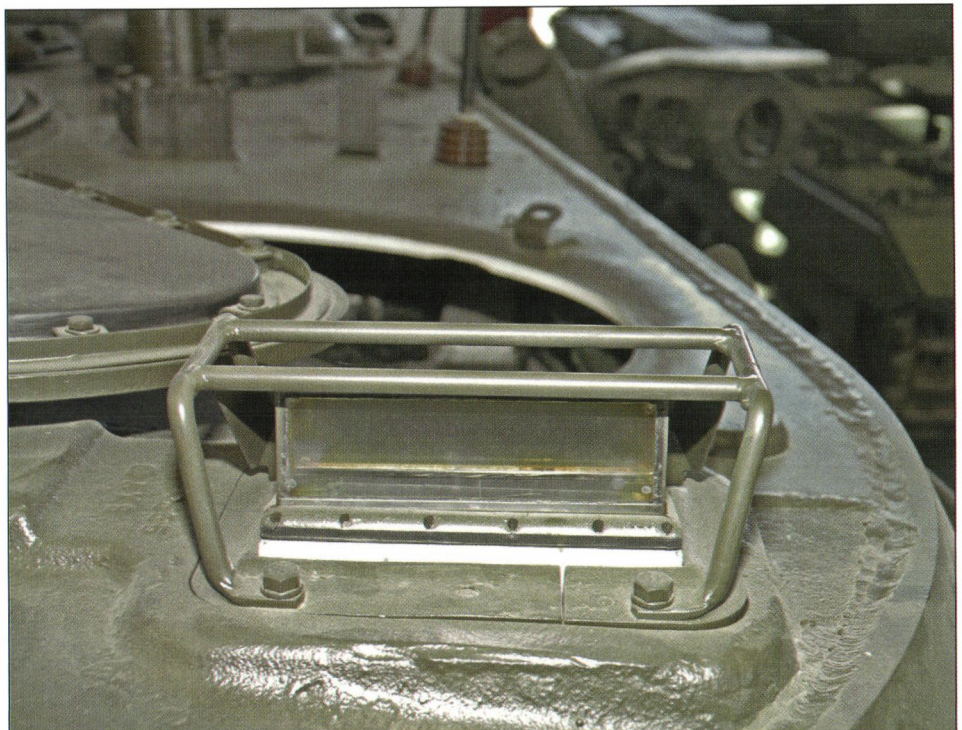
The loader's periscope and hatch are fitted to the left side of the turret.

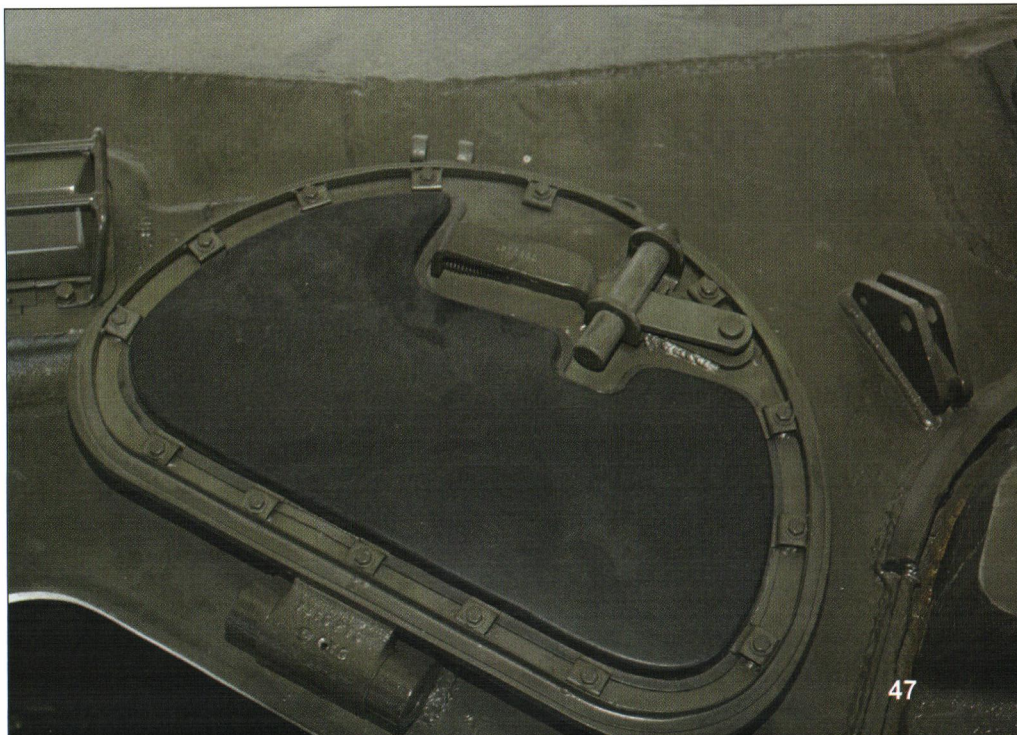
An M13 periscope is provided for the loader. It is fixed facing forward with a metal guard over it to protect it from debris.



The loader's escape hatch is hinged at the front. When the hatch is opened all the way, a latch on the turret roof prevents it from accidentally closing.

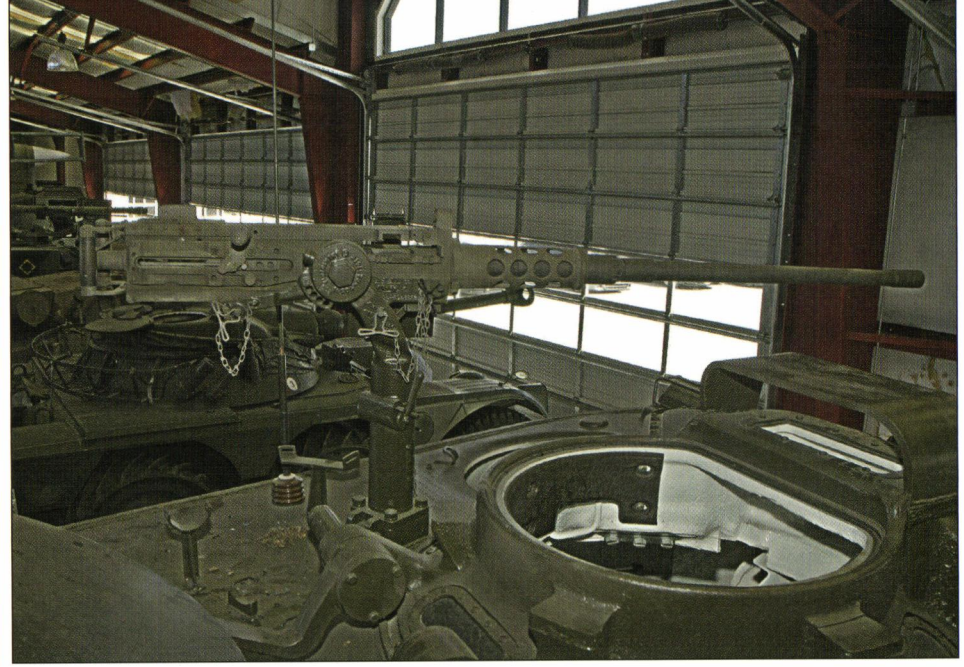
A thin leather pad is provided for the loader on the hatch interior.





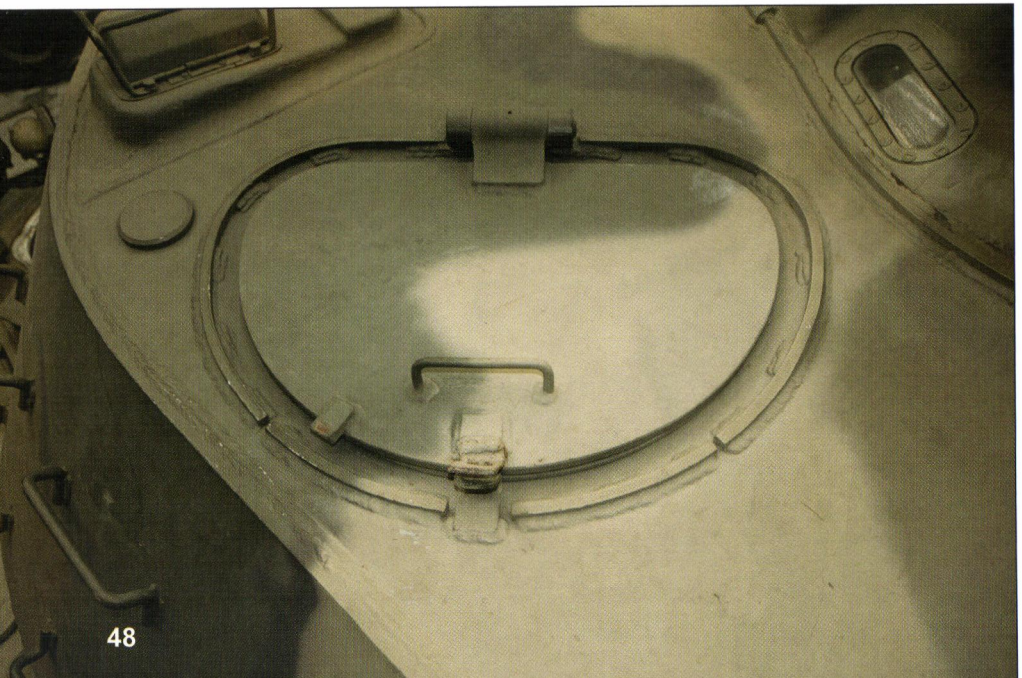
An operating handle with a sliding pin locks the hatch from the inside.

When the tank is locked up in the motor pool or other secure areas, the crew locks the driver and commander's hatches from inside. Then, the entire crew exits through the loader's hatch which is then closed and locked with a pad lock using the hasp on the rear edge of the hatch.



The rear pintle stand for the .50 caliber M2 machine gun is located at the center of the turret, behind the loader's hatch.

A lever locks the machine gun mount into the pintle stand. The base of the pintle stand is hinged and secured to the turret with four hex head bolts. With the bolts removed, the pintle can be folded onto its side to slightly lower the height of the tank.

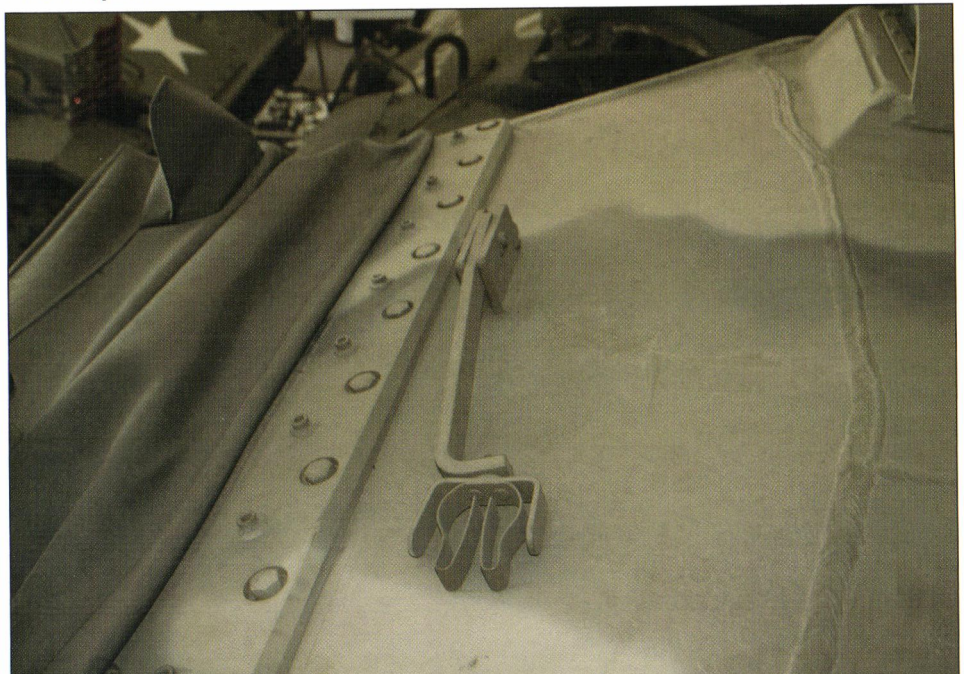


The .50 caliber M2 machine gun has an effective range of approximately 2,000 yards and is used to engage aircraft, personnel, and soft-skin vehicles.

A barrel clamp is fitted to the front of the turret to secure the barrel of the M2 when travelling. On early-production turrets, the clamp is mounted just in front of the left side of the cupola.

The turret ventilator cover is located in the center of the turret bustle. An AB-15/GR antenna mast base is fitted to the left of the ventilator. M41 turrets can mount up to three antennas at any one time.

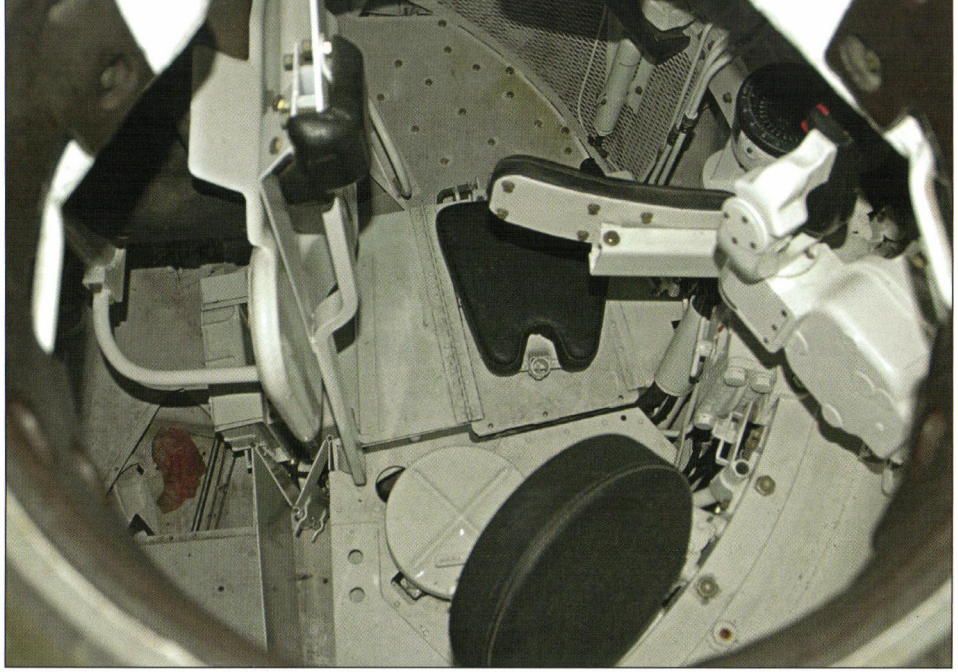
Fresh air is drawn into the vehicle by an axial-flow fan. A 1-hp, 5,000 rpm motor drives the fan to deliver 1,000 cubic feet per minute (cfm).



The heart of the M41 is the 76mm Gun M32. Measured from the end of the muzzle brake to the rear face of the breech, it is approximately 4.8 meters (16 feet) long.

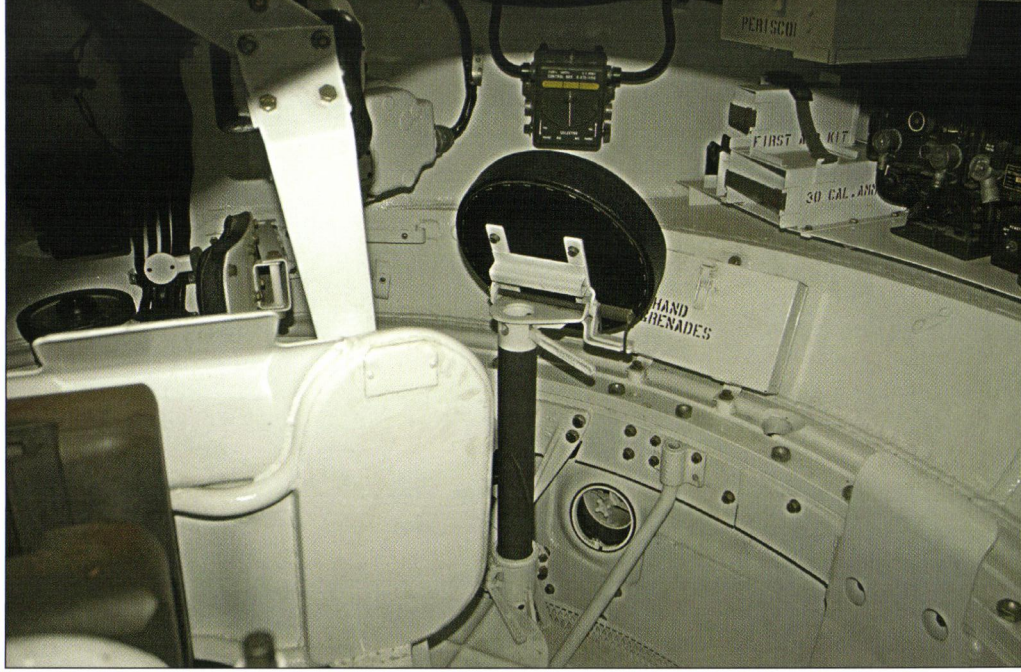
The first few M41s were fitted with a round muzzle brake. However, the vast majority were fitted with a "T" shaped brake. The single baffle brake reduces the amount of recoil generated by the main gun and also reduces the amount of dust thrown up from the muzzle blast.

A bore evacuator is fitted behind the muzzle brake. After a round is fired, the bore evacuator clears the gun tube of residual gases to prevent their blowing back into the crew compartment when the breech is opened. A muzzle brake lock key with bolt and washer is located on top of the muzzle brake and secures it to the gun tube.



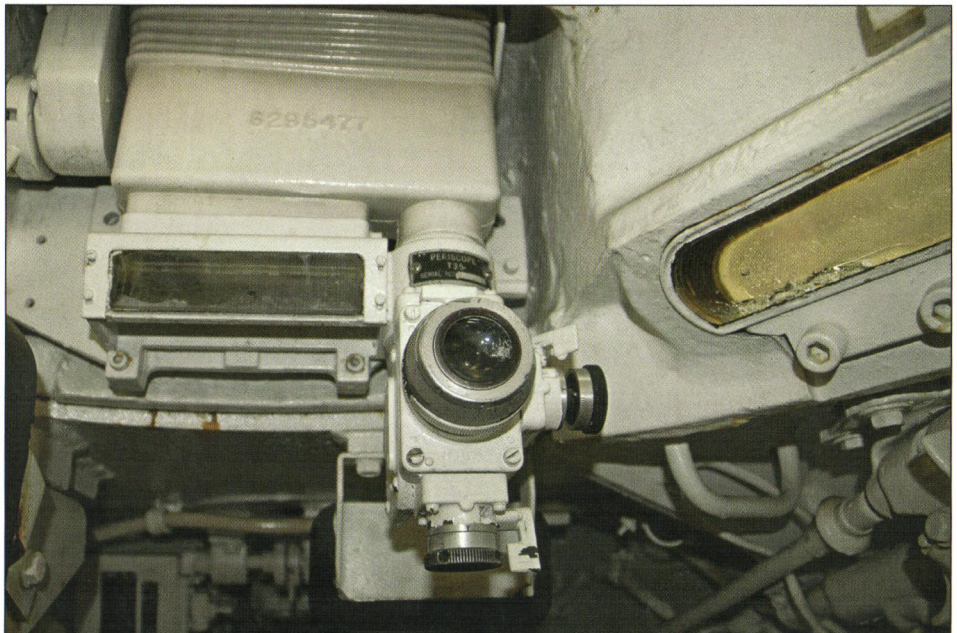
Both the commander and gunner enter the M41 through the commander's cupola. The gunner sits in front of and below the commander.

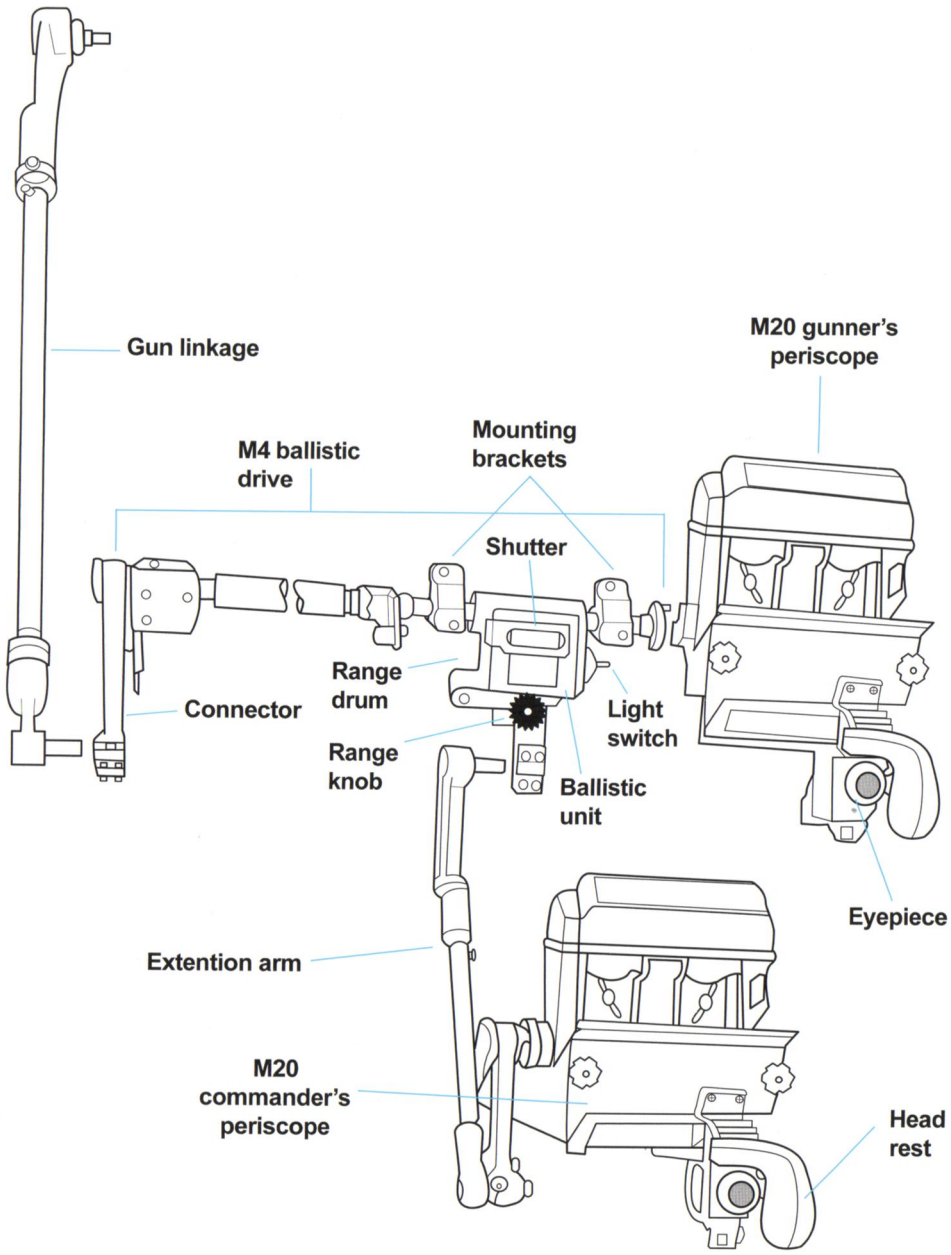
The commander and gunner both have M20(T35) periscopic sights. The commander's sight is fitted into an M94 periscope mount in the front of the cupola. An azimuth boresighting knob extends from the right side of the periscope while the elevation boresighting knob extends from below it.



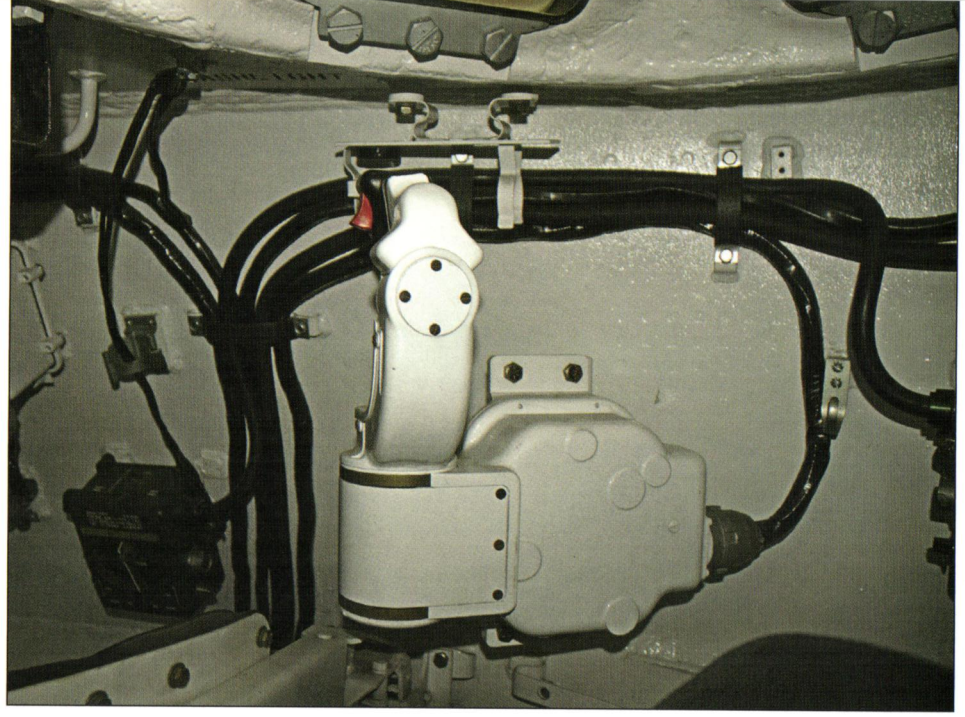
The commander's seat rest is on top of an adjustable post. The seat is raised or lowered by pulling the vertical control handle upwards and adjusting body weight on the seat. Behind the seat is a stowage bin for eight hand grenades.

The commander's M20 periscopic sight is attached to a periscope mount M94, which is mounted on a bracket that is welded to the interior front of the cupola. Four bolts secure the mount to the bracket.



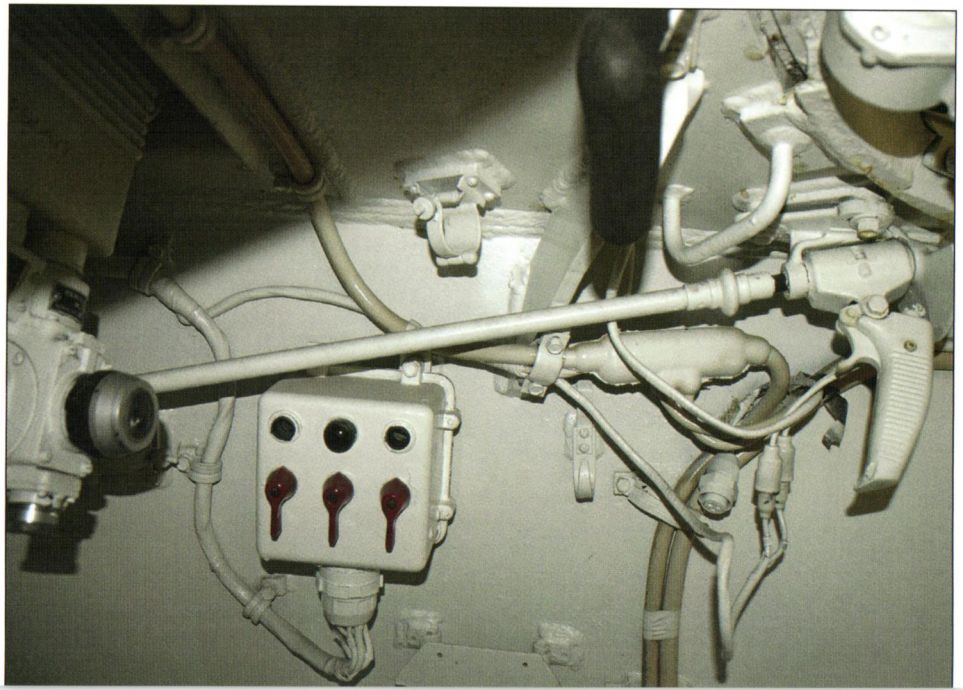


Linkages connect the periscopes of both the commander and gunner to the M4 ballistic drive.

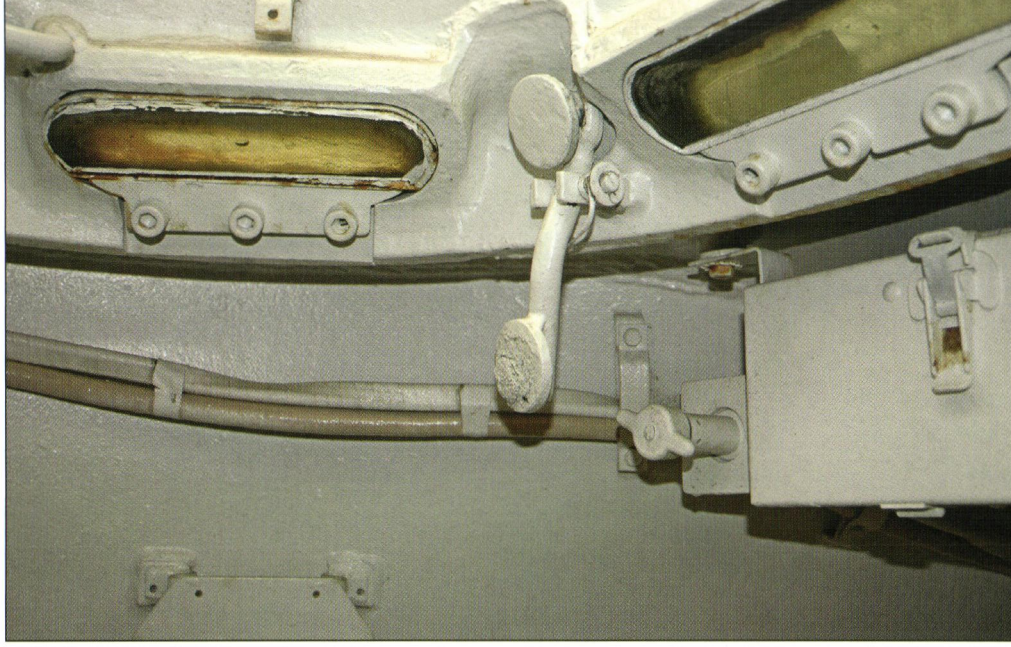


The commander's control handle in the M41 and M41A2 allows him to traverse the turret and fire the main armament if needed. However, the commander is not provided with any elevation controls for the main armament.

In the M41A1 and M41A3, the commander's control handle allows him both to traverse the turret and elevate the main gun along with firing it.



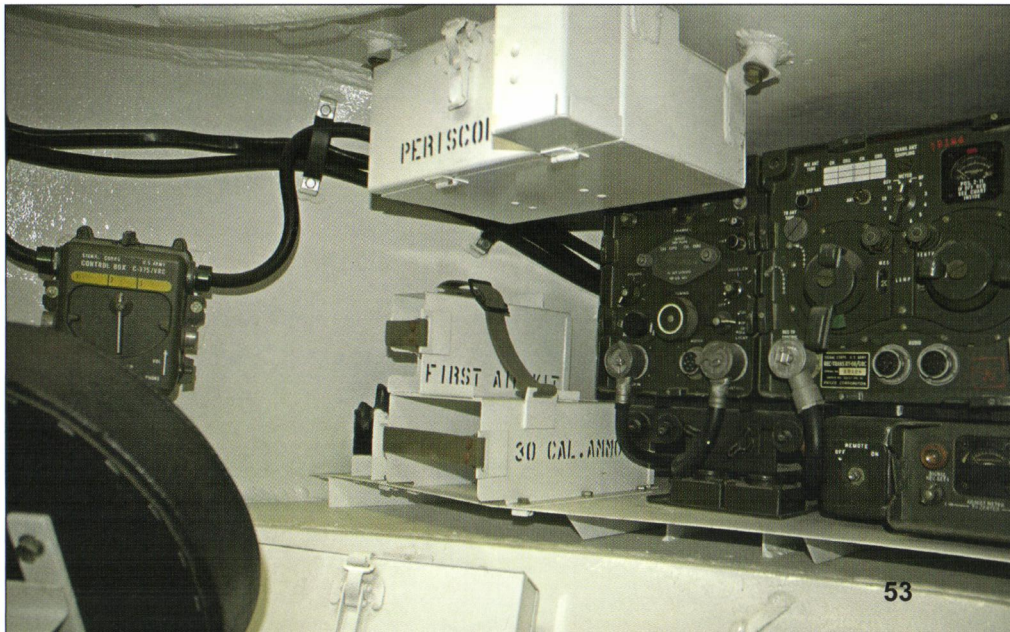
Four C-375/VRC control boxes are mounted inside the M41, one for each crewmember. The boxes allowed the crewmembers to communicate on either of the two radios or the interphone system. The commander's control box is mounted on the right side of the turret wall just behind his control handle.

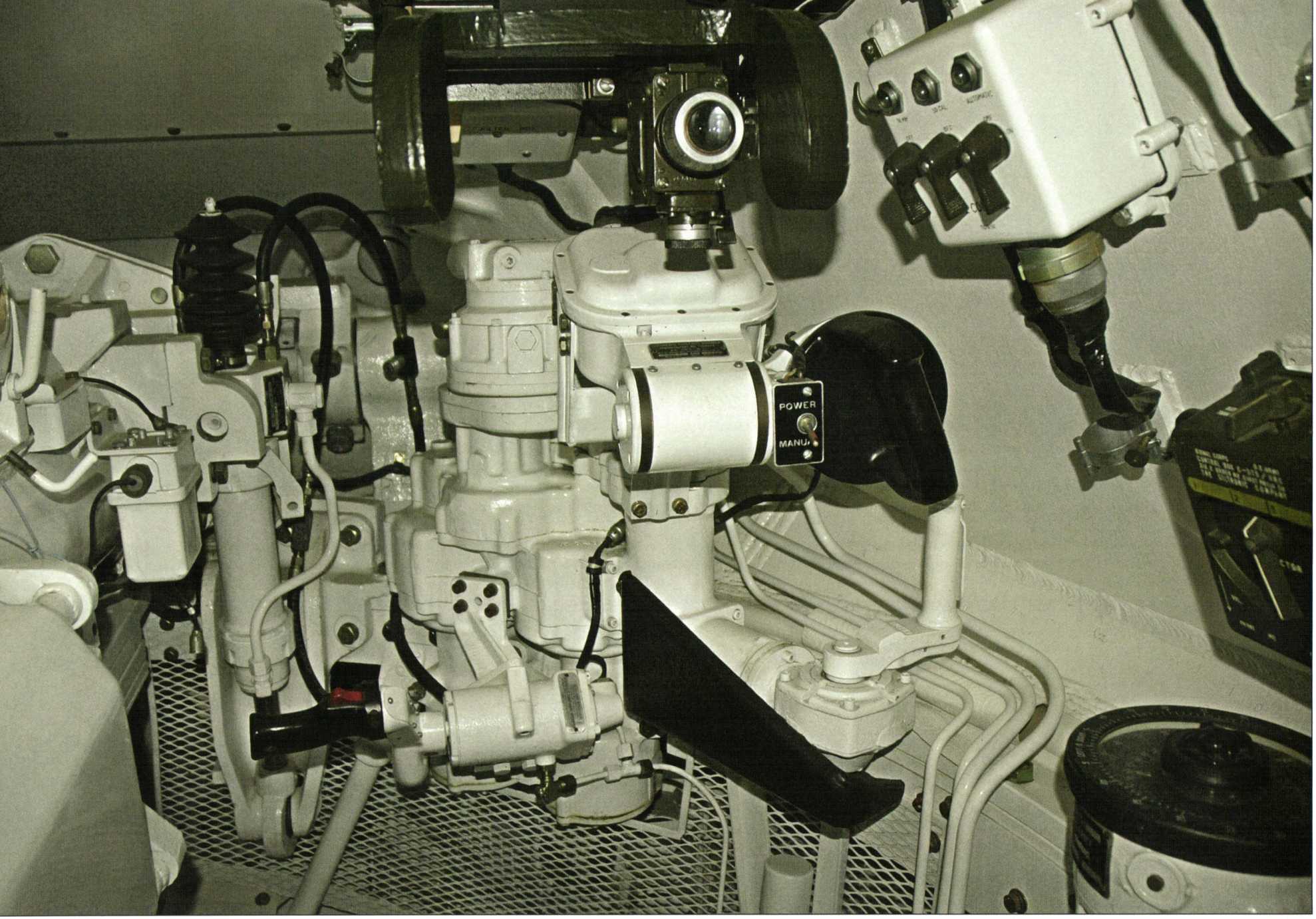


Early vehicles used a plunger to hold the commander's hatch open. Pulling back on the hold-open plunger eye and pushing the hatch downward would release the plunger and close the door. Later models like this M41A1 use a door-release lever that, when pushed rearwards, allows the hatch to close.

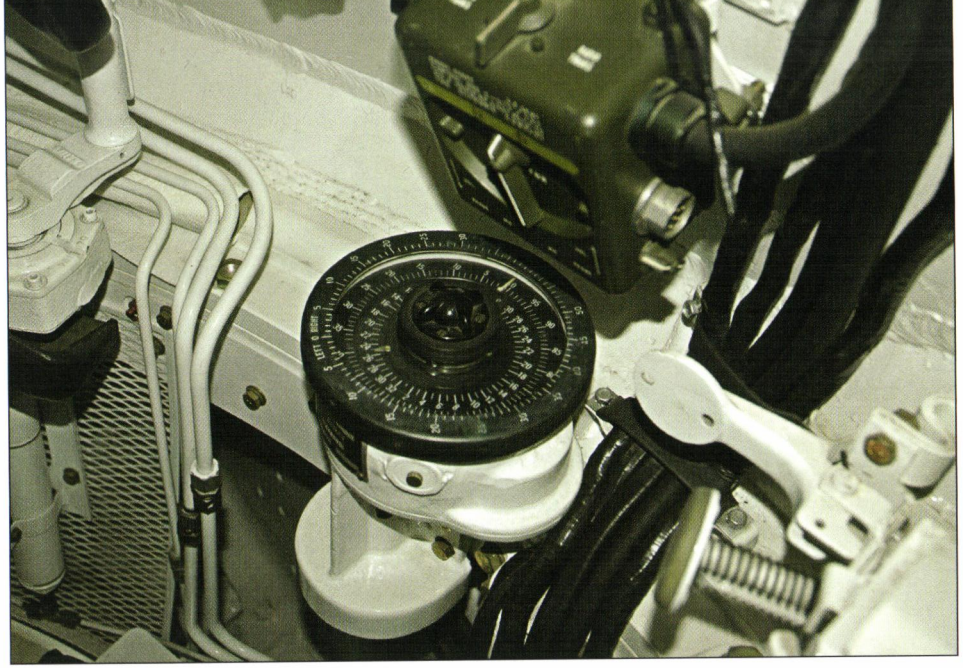
A box for spare periscope heads is mounted behind the commander, below the cupola. Thin leather padding is bolted to the inner edge of the cupola to provide some protection for the commander.

Stowage bins behind the commander, in the turret bustle hold a first aid kit and ammunition for the coaxial machine gun. A C-375/VRC control box and its cables are seen in the background.

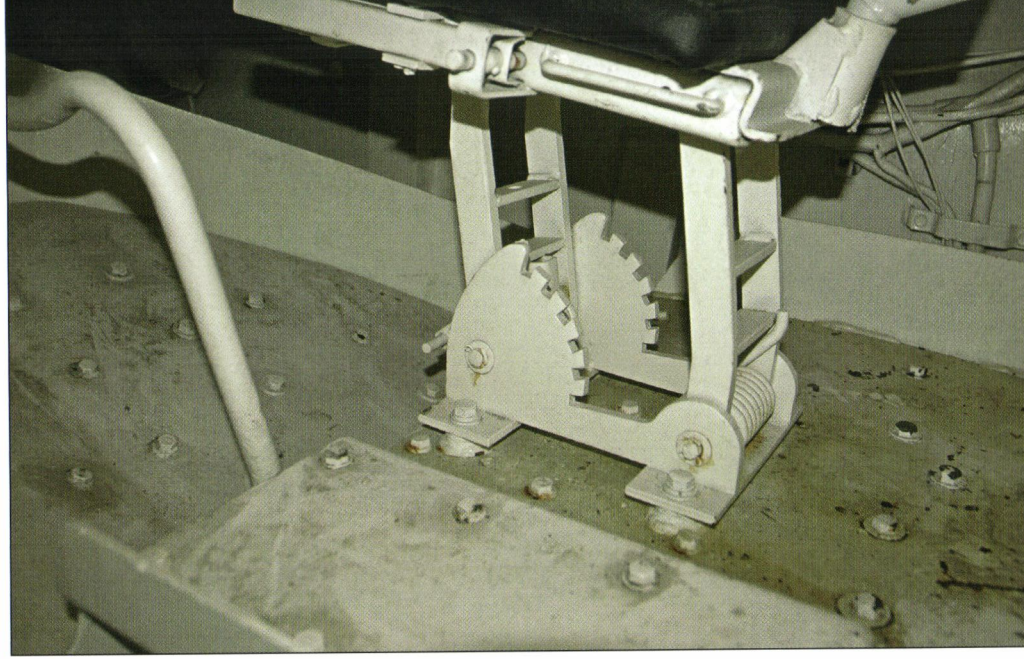




The gunner's M20(T35) periscopic sight is at the top of this view of the gunner's position as it is configured in the M41 and M41A2. The black handled disc on the right is the gunner's power traversing control handle with the hydraulic dump valve toggle switch to the left of it. The white vertical handle below it is the traversing hand drive handle. The black handled item on the lower left is the elevating hand pump.



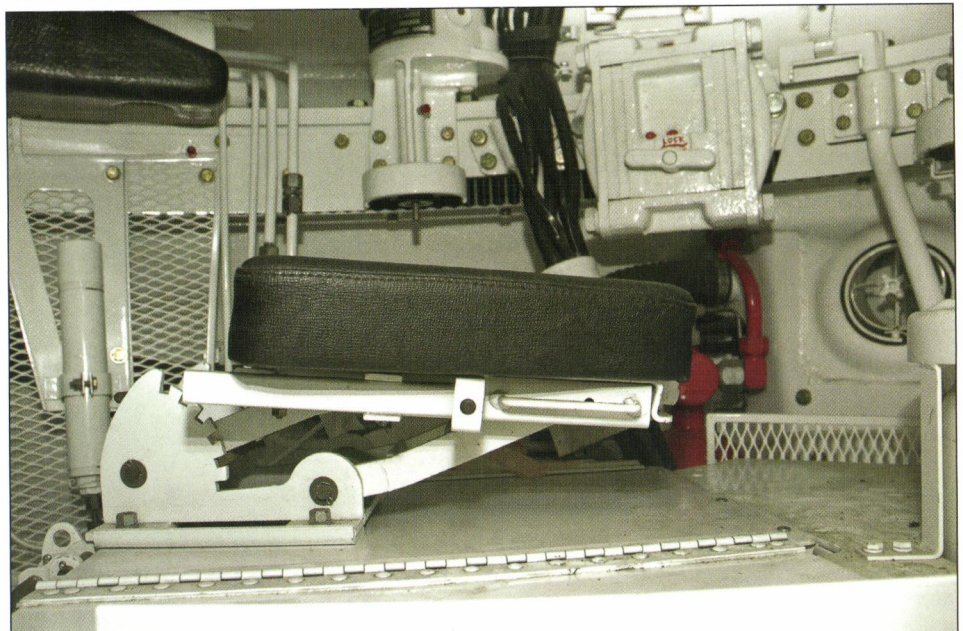
The M31 azimuth indicator is located on the gunner's right side, just below his C-375/VRC control box. The azimuth indicator allows the gunner to know the position of the turret when it was traversed.

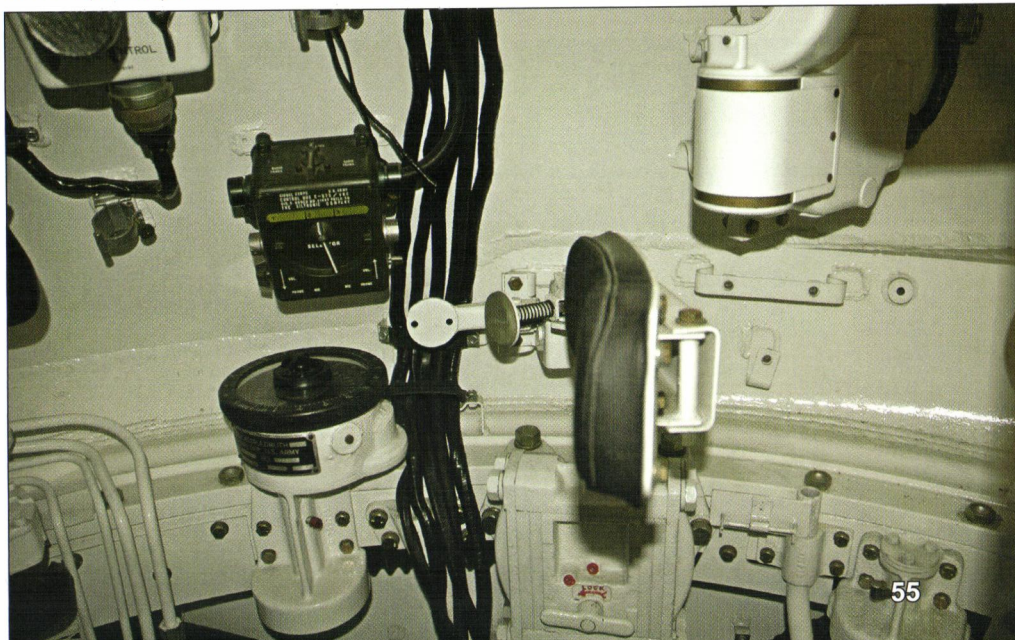


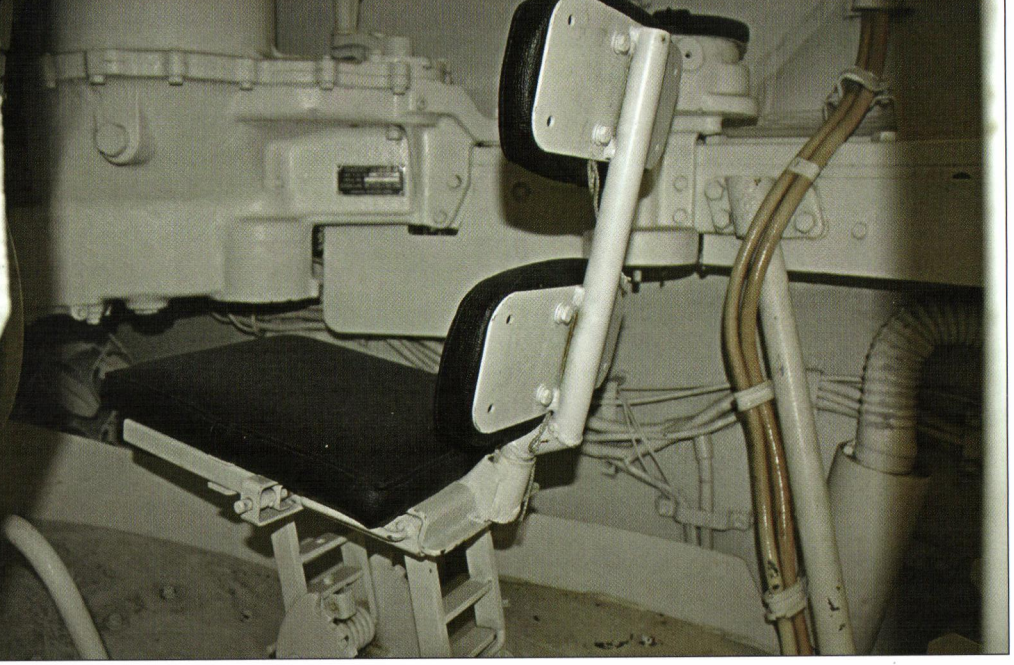
The M41A1/M41A3 style of gunner's seat is in the raised position. The gunner could adjust the seat's height by adjusting his weight on the seat and pulling on the seat's vertical adjustment handle. Welded to the side of the seat is a handle that the gunner can hold onto while adjusting the seat.

The gunner's seat is adjustable both vertically and horizontally using a pair of adjustment levers. M41 and M41A2 gunner's seats have a small backrest that is inserted into the rear of the seat frame. In the background, the square-shaped object with "T"-shaped handle is the turret traverse lock.

M41 and M41A2 gunners have an additional back rest mounted against the turret wall. It can be raised or lowered and locked into place with the horizontal adjustment plunger and release handle.





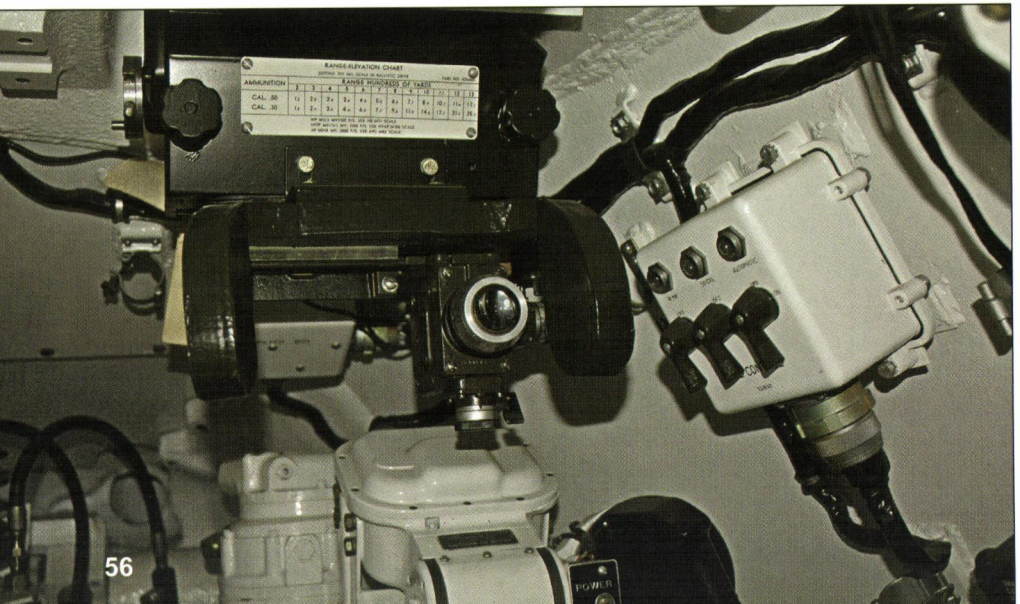


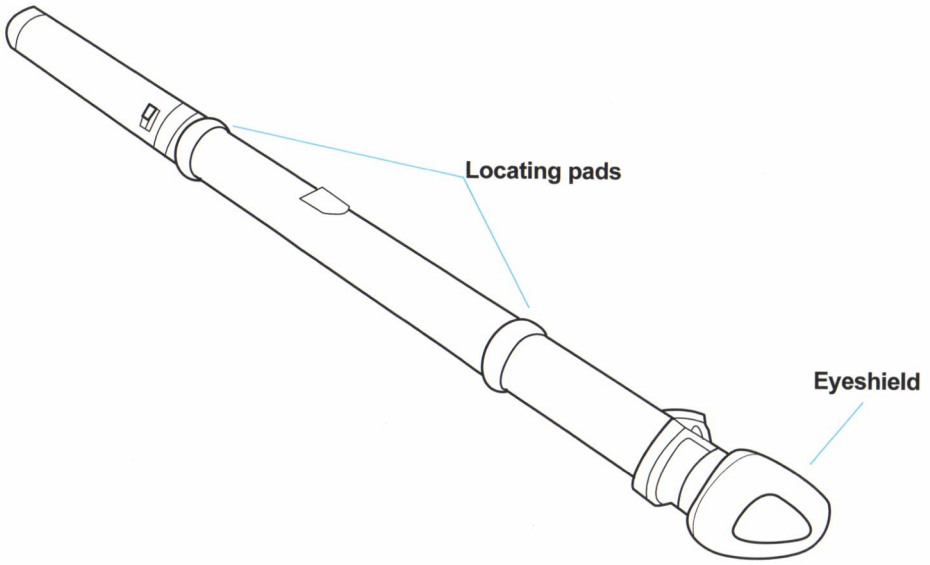
M41A1 and M41A3 gunners have a pair of backrests mounted on a post instead of the arrangement used in the M41 and M41A2.

A headrest is provided for the gunner on the M93 periscope mount. Also screwed onto the mount is a range-elevation chart used for setting the ballistic drive.

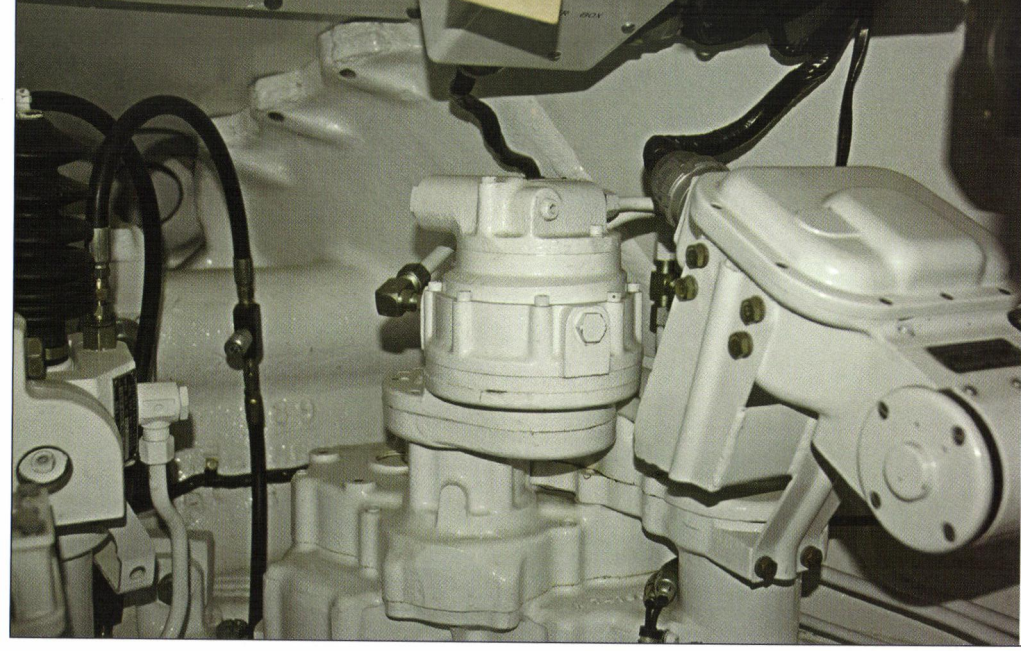
The gunner's sight is the M20(T35) periscope and is mounted in the M93 periscope mount. The M20(T35) periscope has a 1X setting for wide-angle vision and a 6X setting for distant sighting. A pair of knobs holds a protective guard over the periscope mount. The guard provides protection from flying glass and metal should the M20 periscope head assembly be damaged. Various electrical cables are attached to the side of the turret wall.

On the turret wall next to the gunner is the gun firing control box. In the M41 and M41A2, the left and center switches are for the 76mm gun and coaxial machine gun firing circuits. The right hand switch marked "AUTOMATIC" is for the circuit that controls the electric motor in the hydraulic power traversing and elevating powerpack. On M41A1 and M41A3, the right hand switch is marked "ELEVATION" and controls the elevating electric motor circuit for power elevation.



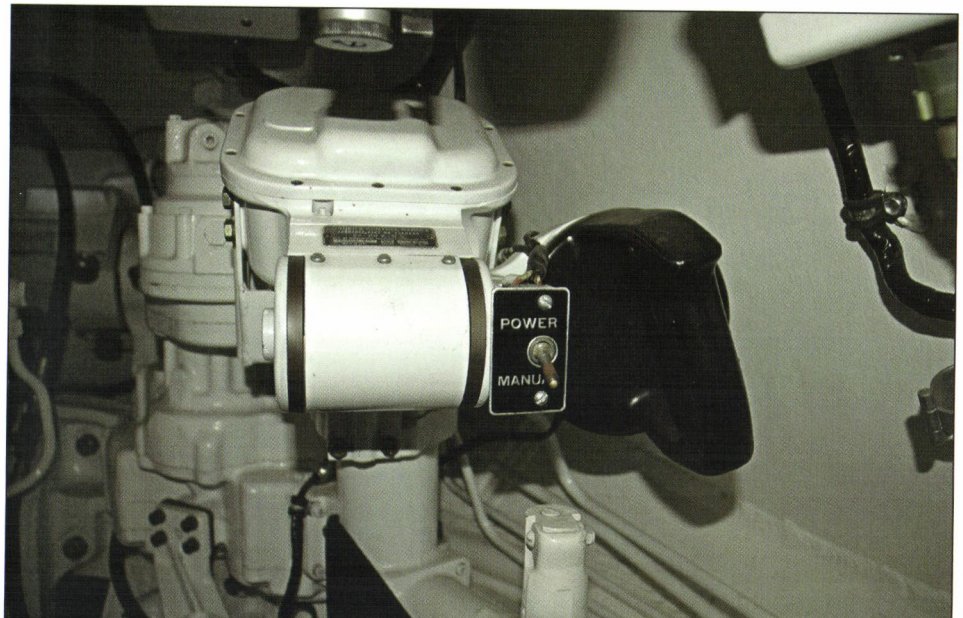


The M97 telescopic sight provides a secondary direct-fire sight for the gunner. It is normally used if the primary site, the M20 periscopic sight, fails. It is mounted in front of the gunner on the right side of the main gun mount.

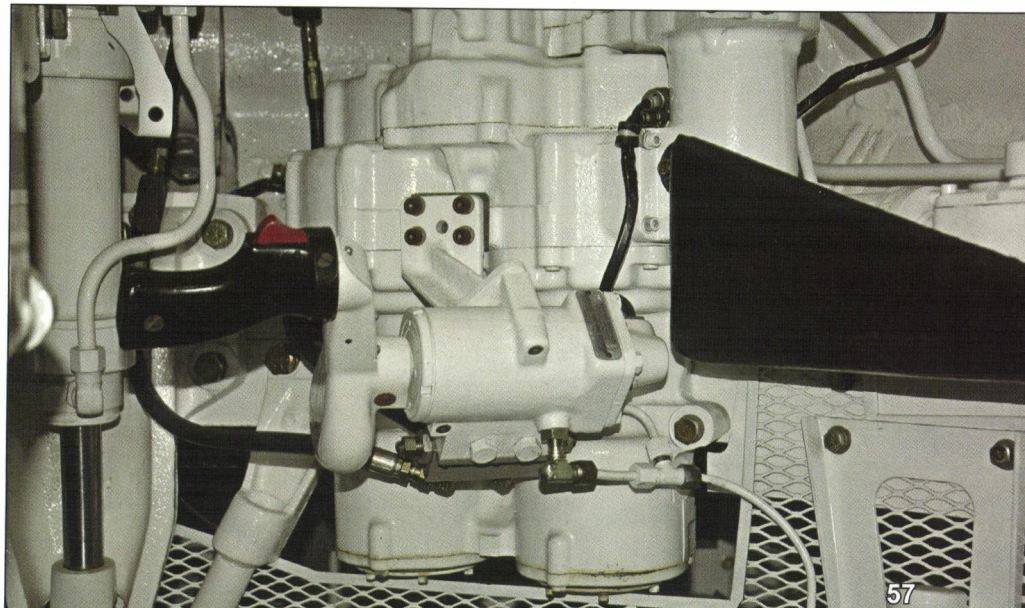


In front of the gunner's power control traversing handle is the turret traversing motor. With power on, the turret can traverse a full 360° in 15 seconds.

M41 and M41A2 gunners twist the power traversing control handle in the desired direction to hydraulically traverse the turret at speeds from 0 to 4 rpm. Mounted in the handle is a firing switch. The toggle switch is the hydraulic dump valve toggle switch. It allows manual traversing of the turret while the hydraulic elevating and traversing powerpack operates.



Mounted on the traversing gearbox to the left of the gunner is the elevating hand pump that controls elevation of the main gun and the co-axial machine gun in the M41 and M41A2. Turning the pump's handle clockwise elevates the 76mm gun and co-axial machine gun. The handle is turned counterclockwise to depress the guns. Mounted on the handle itself is a firing trigger. Elevation speed is determined by how fast the gunner can turn the handle.

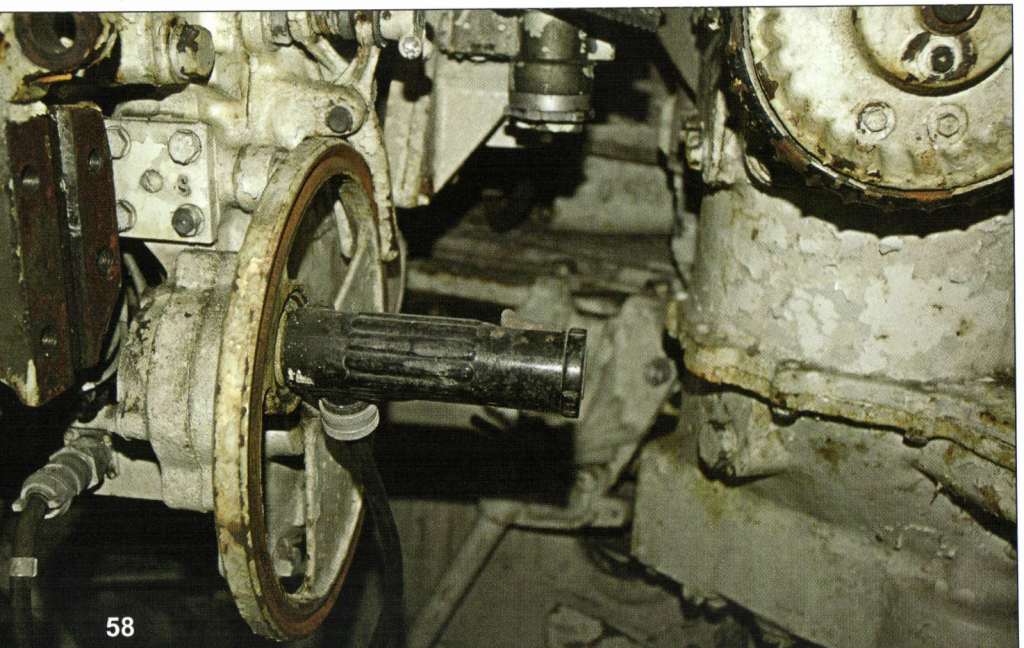


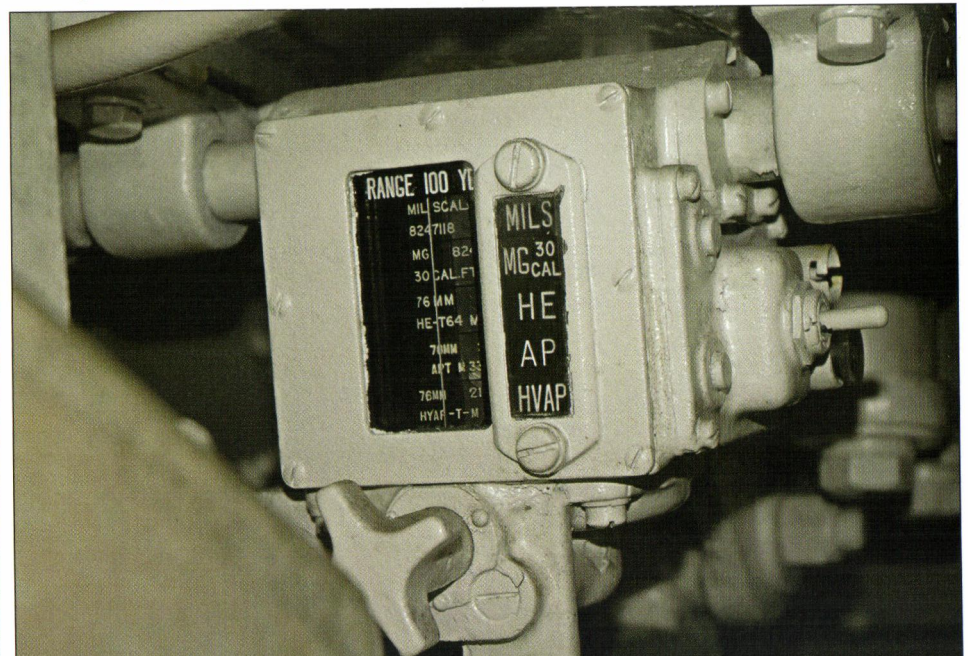
The power traversing control handwheel enables gunners in M41A1 and M41A3s to traverse the turret. To traverse the turret to the right, the gunner turns the wheel clockwise. Turning the wheel counterclockwise traverses the turret to the left.

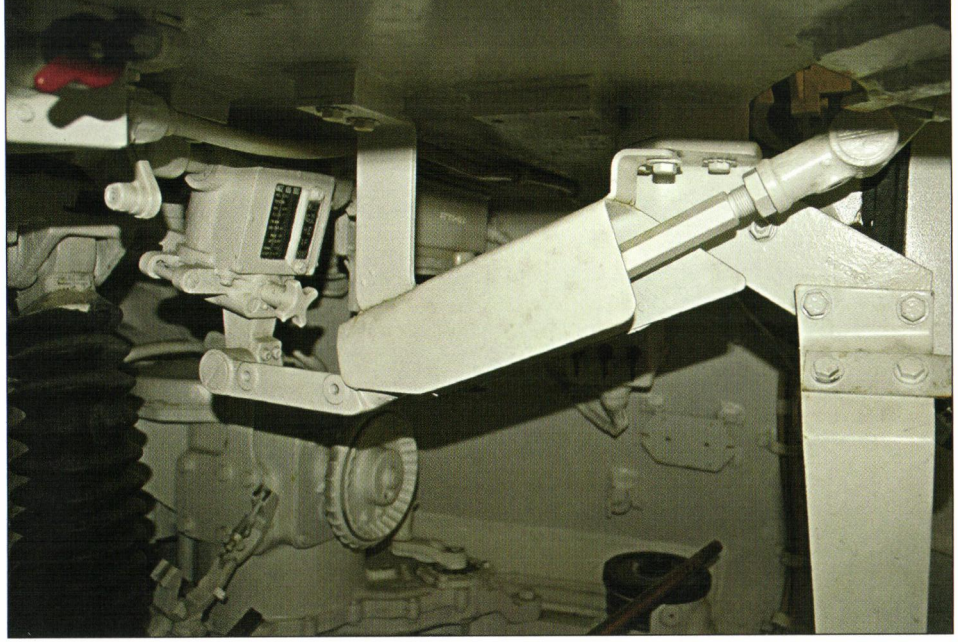
The mounts for the periscopes of the gunner and commander are linked to the M4 ballistic drive. Mounted on the turret roof, the ballistic drive is used to introduce superelevation by varying the line of sight of the M20(T35) periscope.

The elevating control handwheel is used for manual elevation and depression of the guns on M41A1 and M41A3s. It is mounted to the left of the gunner. A firing switch is incorporated into the handwheel handle.

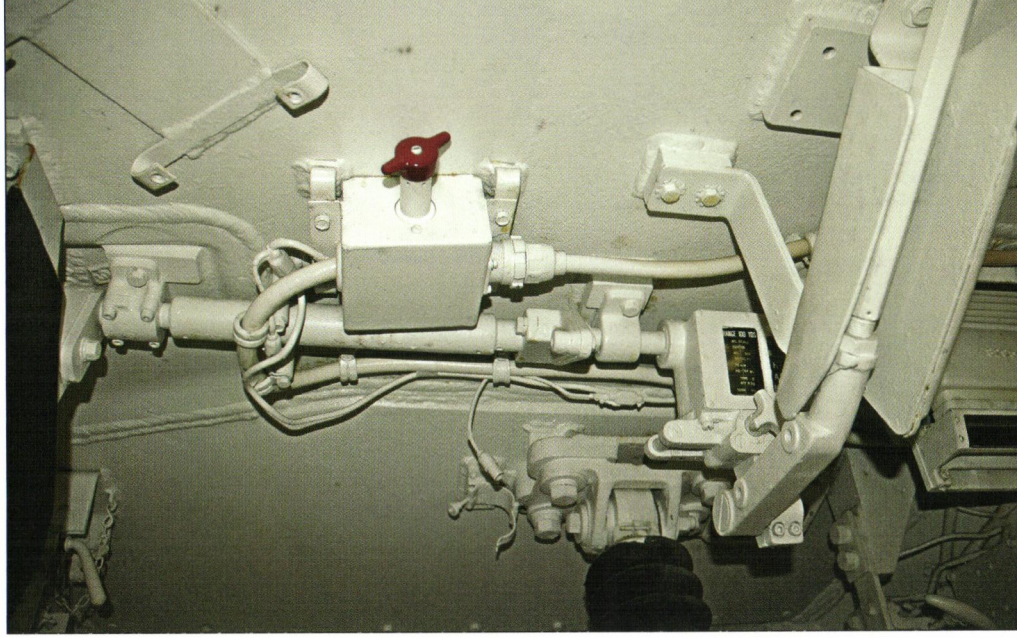
The star-shaped range selector knob is used to set the scale for the ammunition. Ammunition choices include high explosive (HE), armor piercing (AP), hyper velocity armor piercing (HVAP) and .30 caliber(MG).





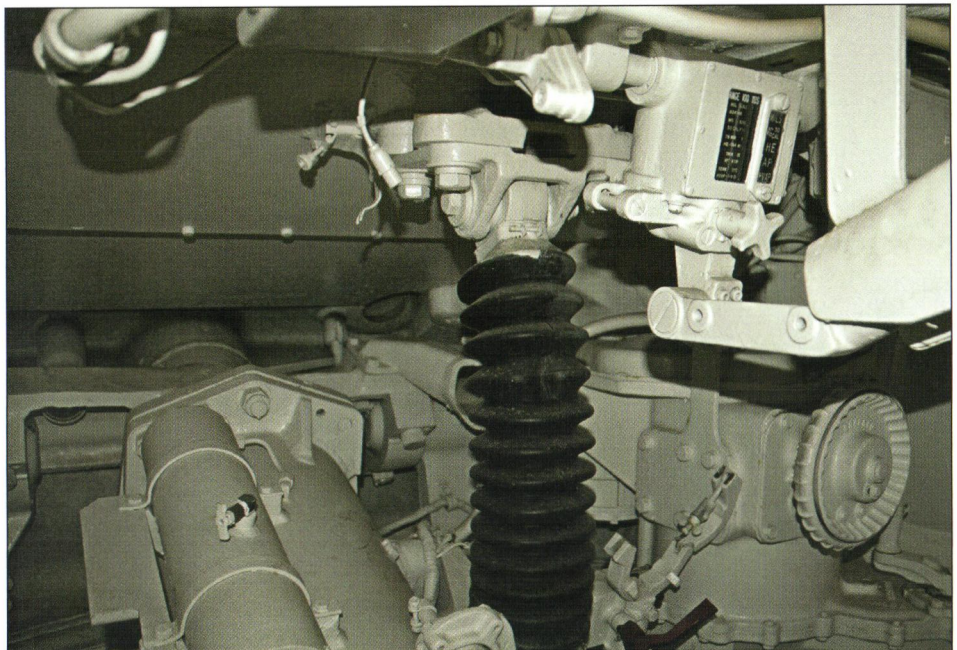


An extension arm assembly connects the commander's M20(T35) periscope to the ballistic unit. Protective covers for the arm assembly are bolted to the ceiling of the turret.

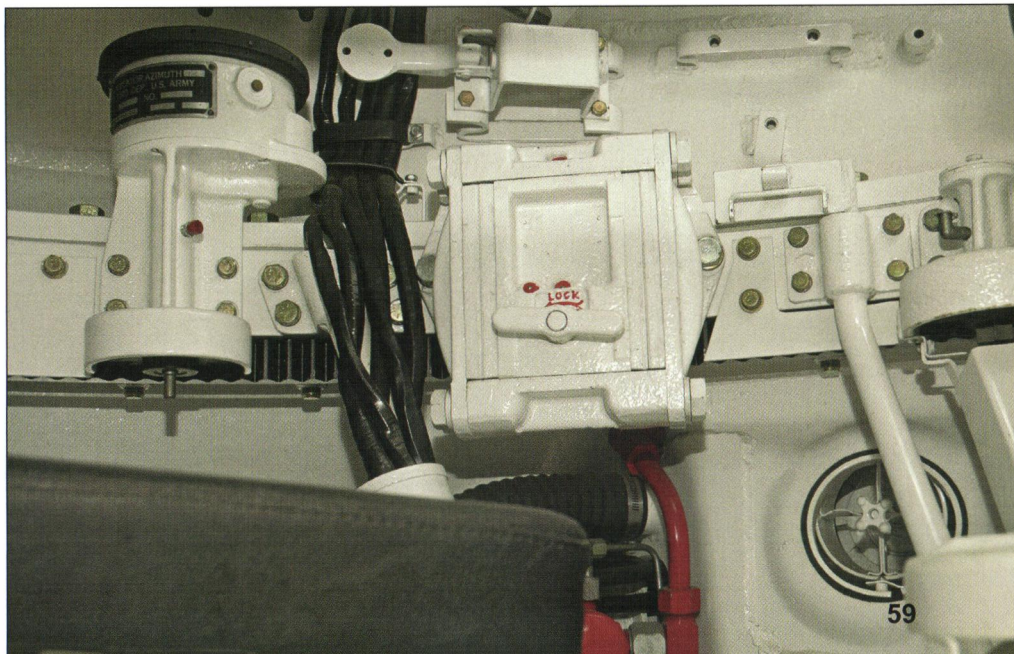


On the M41A1 and M41A3, the turret traversing electric motor switch is located on the turret ceiling to the left of the gunner. Three switch positions are provided, one "ON" and two "OFF." The empty bracket to the left of the switch is for a turret dome light.

A black rubber boot encases the elevation linkage in the M41A1. From the commander's position, the guns are elevated and depressed electrically; from the gunner's position they are elevated and depressed manually. The gunner's traversing handwheel is in the background.



On the M41 and M41A2, a turret traversing lock prevents the turret from moving when the 76mm gun is not in the traveling lock. Mounted to the turret ring behind the gunner's seat, the turret traversing lock is engaged by turning the handle counterclockwise. To disengage it, the handle is pulled out and turned clockwise.

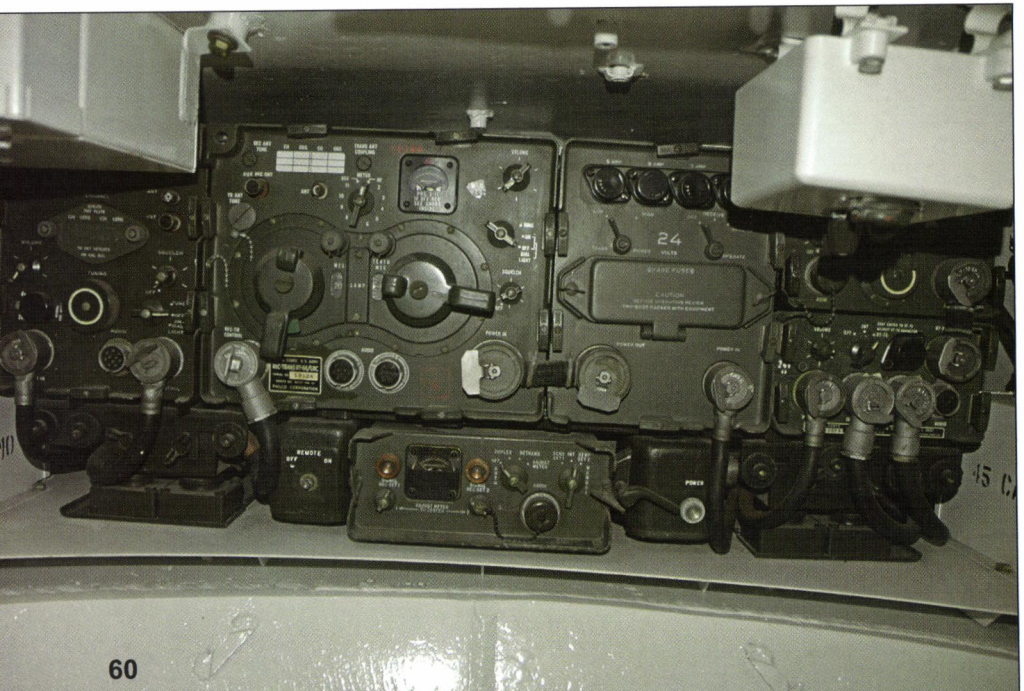


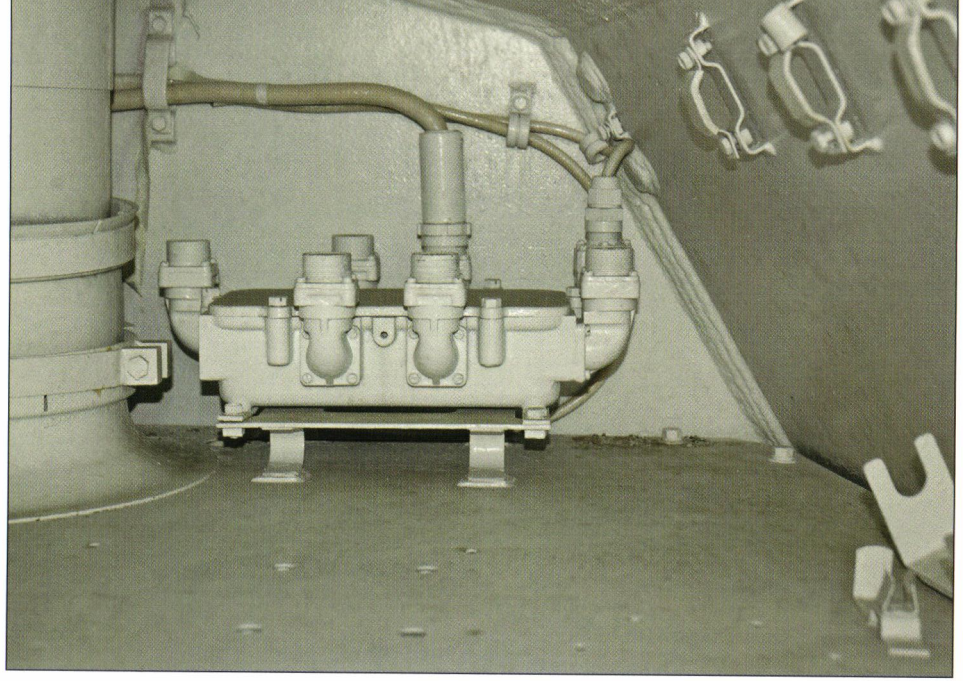
The turret traversing lock on the M41A1 and M41A3 is similar to that on the M41 and M41A2, but it is mounted directly in front of the gunner's seat.

Located behind the radio set are the turret ventilator duct and the turret radio terminal box. The black mesh hanging from the turret ceiling protects the radio from spent shell cases that are ejected from the main gun breach.

AN/GRC-3 thru 8 type radio sets are mounted in the turret bustle. The primary differences between the radio sets are the frequency bands in which they operate.

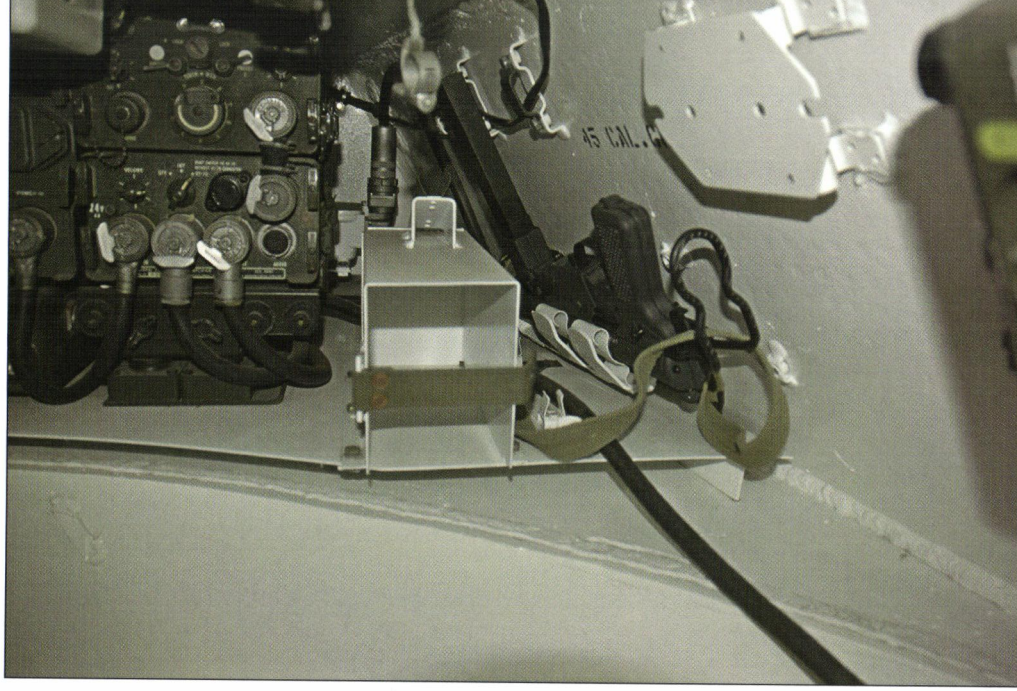
Fresh air from the ventilator blower is drawn into the turret through the duct.





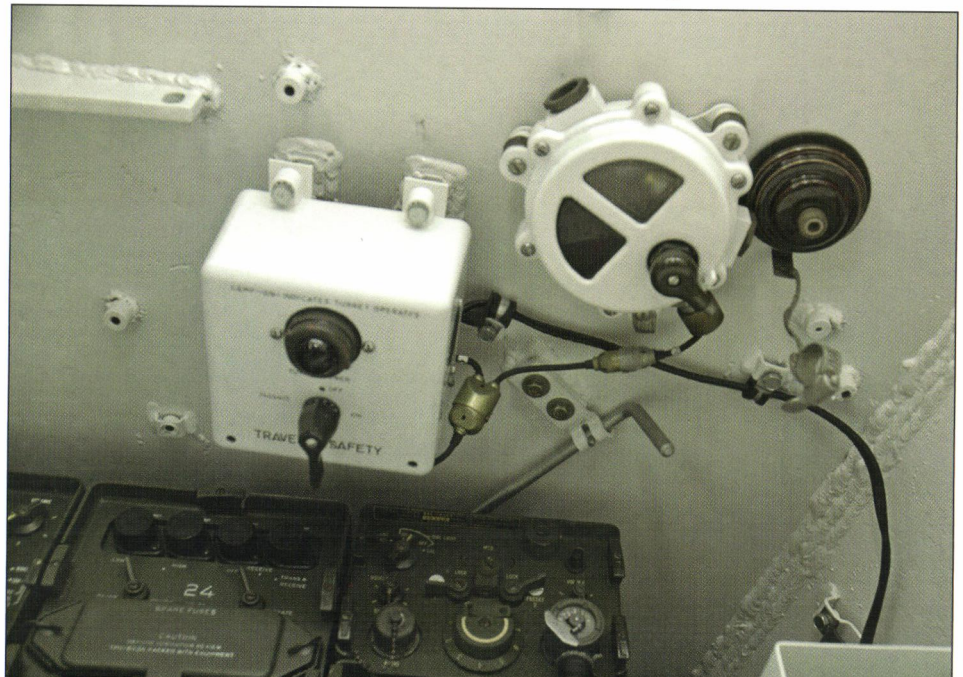
Power and control cables along with harnesses for the radio system are connected to the turret radio control terminal box via pin-and-socket connectors.

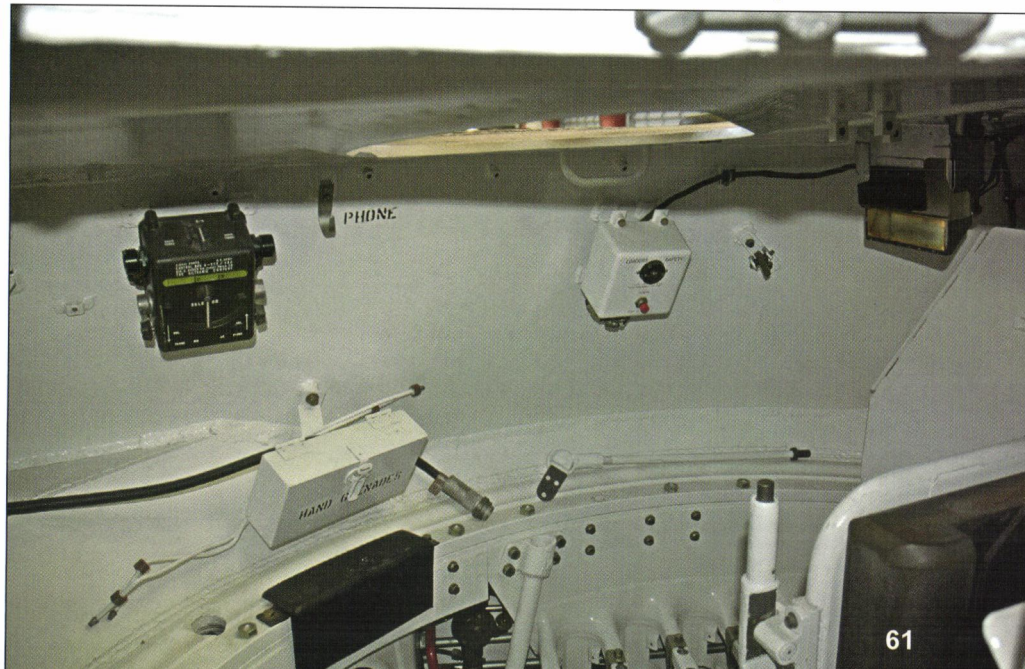
In M41 and M41A2s, the turret traversing safety switch is mounted on the turret ceiling behind the loader. Next to it is a turret dome light that consists of one white and one red lens. An antenna lead-in is located to the right of the dome light.



The stowage bracket for the crew's M3A1 .45 sub-machine gun is also located in the turret bustle behind the loader. Bins for stowing 180 rounds of ammunition in six magazines for the M3A1 are mounted to the left of it.

Mounted on the left side of the M41 and M41A2 turret interior wall are the loader's C-375/VRC control box, a bin for eight hand grenades, and the loader's safety switch.



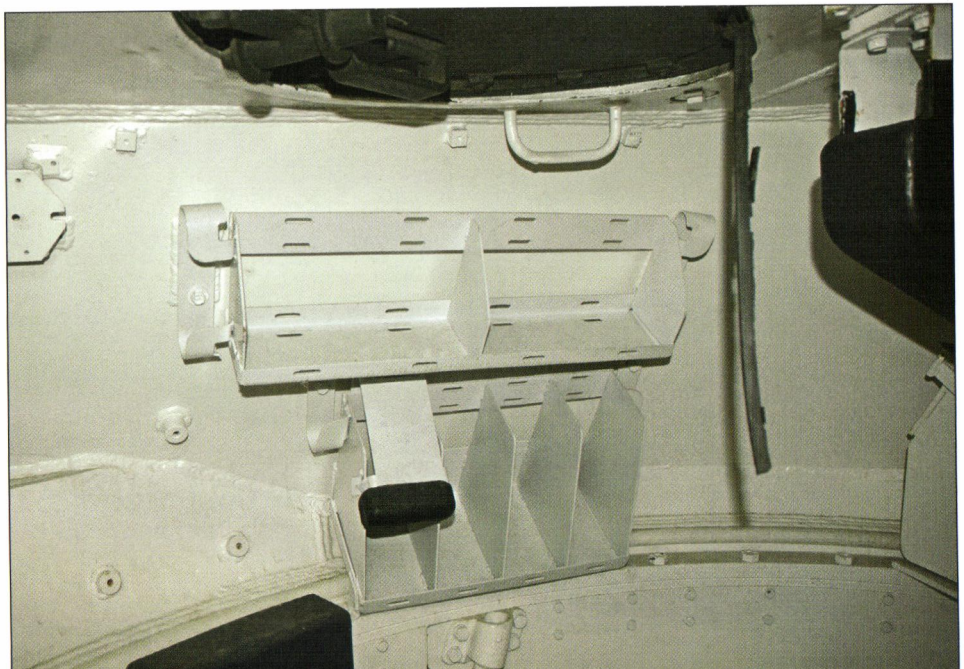


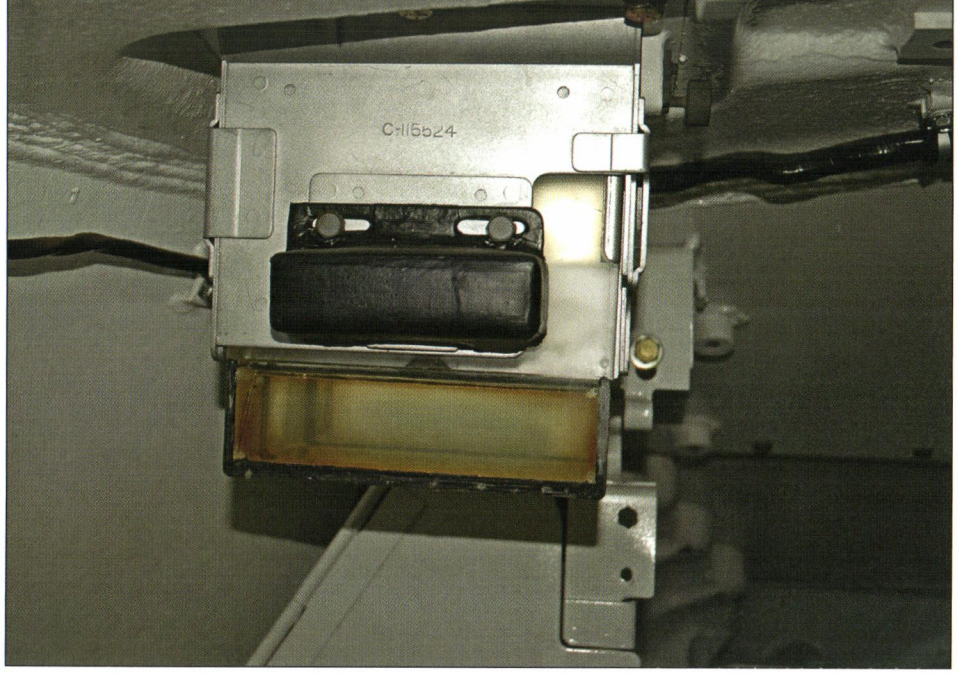
The loader's seat is spring-loaded and returns to the folded position when not in use. The height of the seat cannot be adjusted. A thin back pad for the loader is mounted on the turret race.

The interior of the loader's hatch is painted to match the vehicle's exterior. A hand hold for the loader is welded to the turret ceiling near side of the turret. The mounting bracket for one of the interior dome lights is seen to the right of the hatch.

The loader's safety switch enables the loader to disconnect the firing circuit for the 76mm gun, to keep it from firing while he is behind the breech. Once the gun has been fired and reloaded, he must push the safety switch to enable the firing circuit. A light on the box is illuminated when the gun is ready to fire.

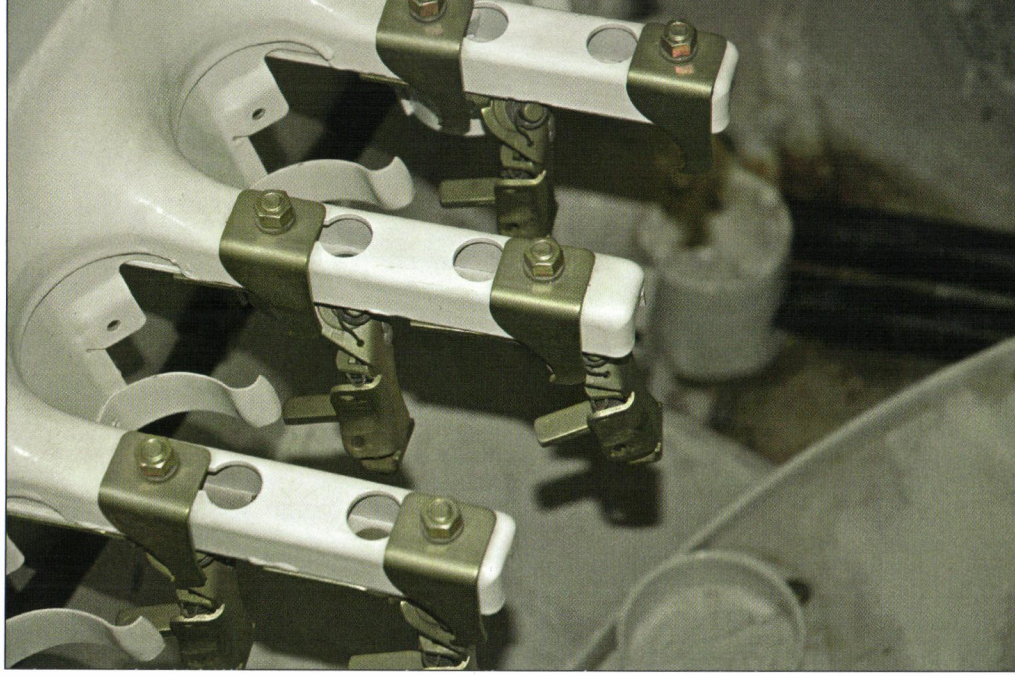
Racks for machine gun ammunition are mounted on the walls of the left side of the M41A1 and M41A3 turret interior.





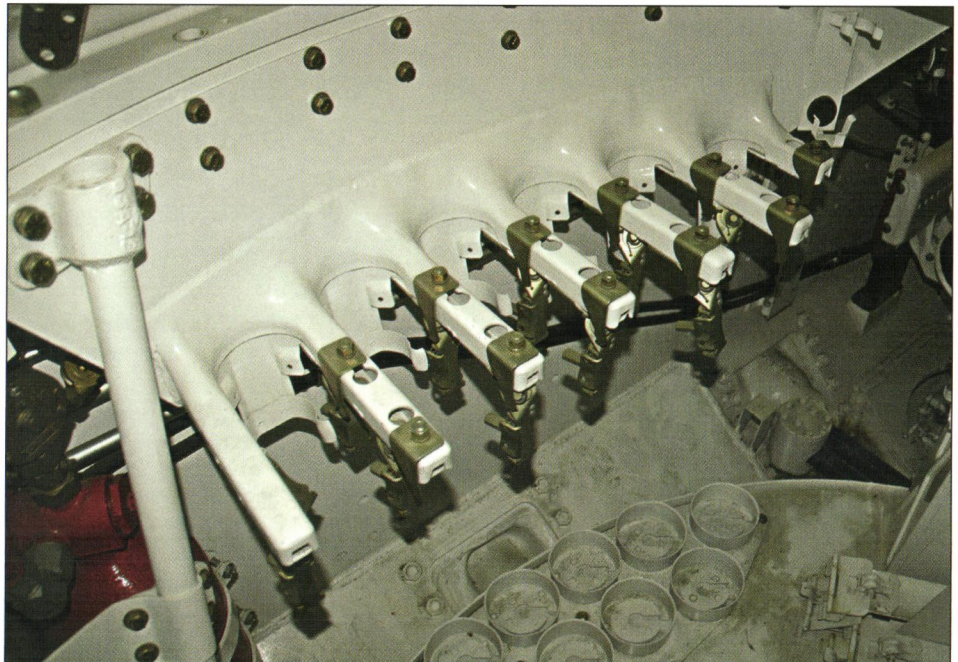
The loader is provided with a fixed M13 periscope that does not rotate, affording him only forward vision. Attached to the periscope is a small headrest to provide some cushion for the loader's head.

A ready rack for 76mm gun rounds is located next to the loader's seat. Eleven rounds were vertically stowed in the rack.



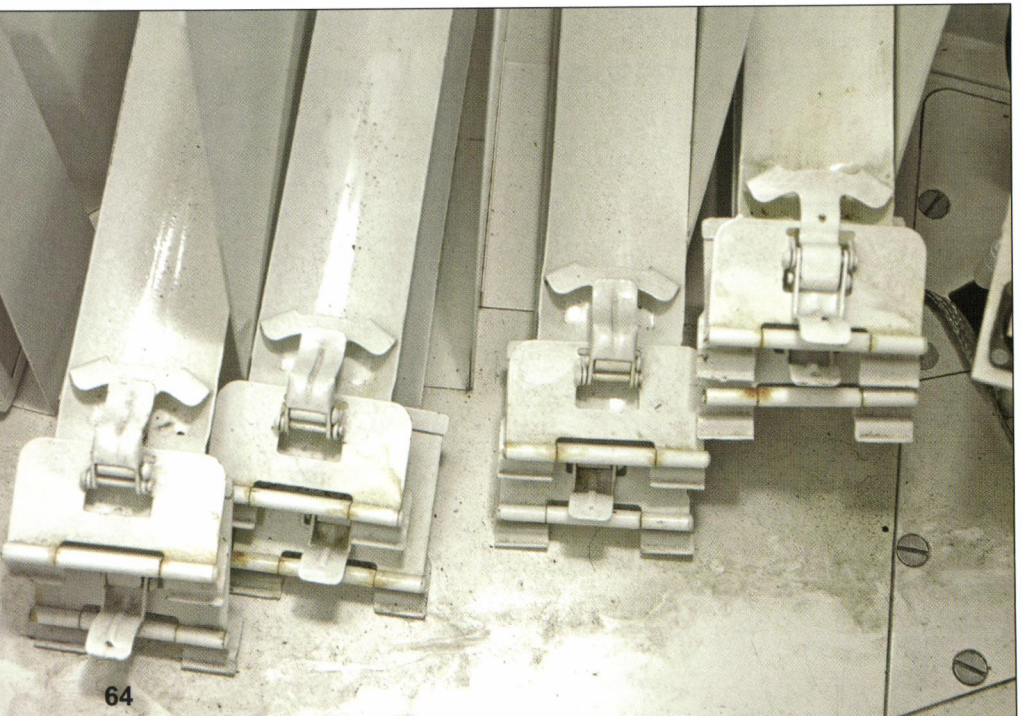
The projectiles are held in place by metal latches, with two projectiles per slot except for the last slot, which holds only one projectile. The ready rack assembly is secured to the turret race ring by 14 hex head cap screws and lock washers.

The shell bases sit in round stands on the turret floor. The round stand is secured to the turret floor with seven bolts and nuts.



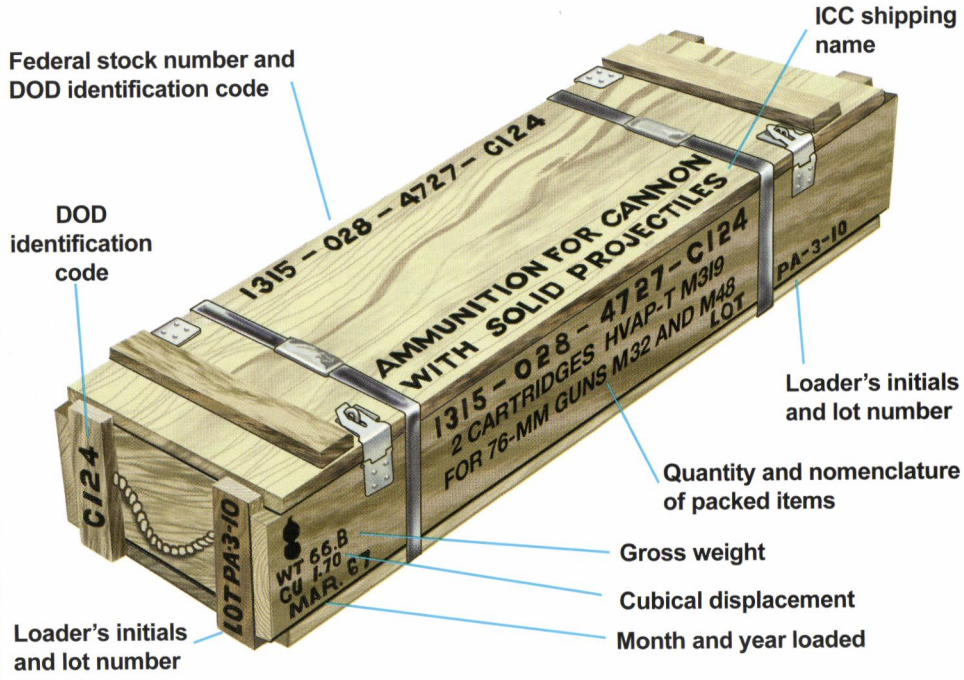
The turret ammunition rack in the M41 and M41A2 holds 13 76mm rounds. The shells are placed in the racks projectile first.

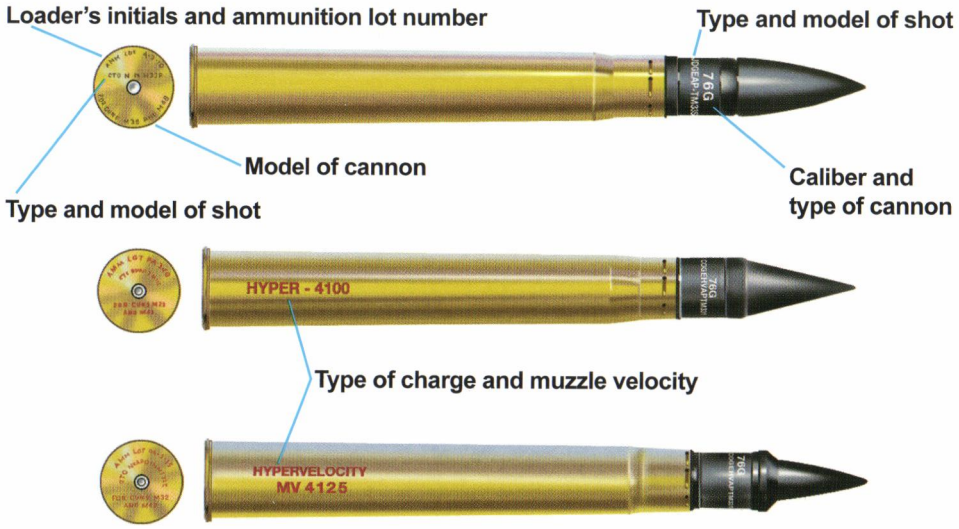
A system of retaining plates and locking levers secure the rounds in the racks.



The turret ammunition rack in the M41A1 and M41A3 has a capacity of 21 rounds.

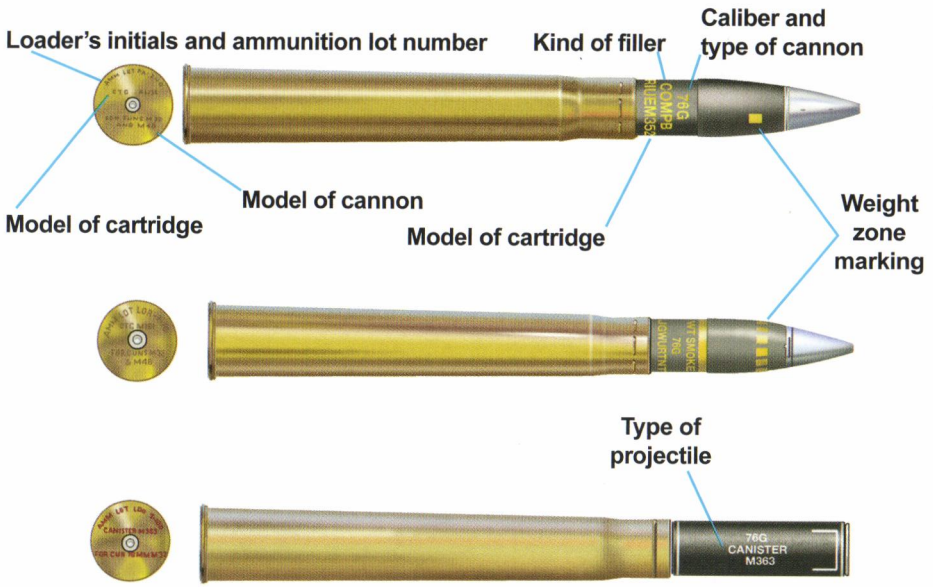
Packed in a wooden box are two fiber containers, each carrying a single round of ammunition for the main gun.

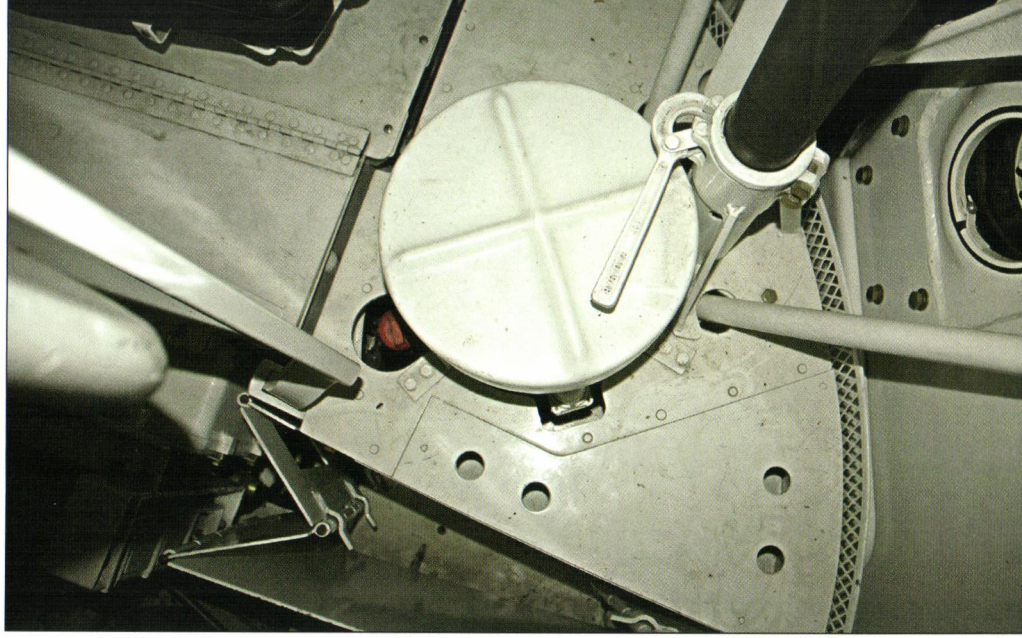



Loader's initials and ammunition lot number
Type and model of shot
Model of cannon
Caliber and type of cannon
Type and model of shot
HYPER - 4100
Type of charge and muzzle velocity
HYPERVELOCITY MV 4125

Six different types of ammunition are available for the 76mm M32 main gun. Seen here, from top to bottom are three of those types: AP-T M339; HVAP-T M319; HVAP-DS-T M331A2.

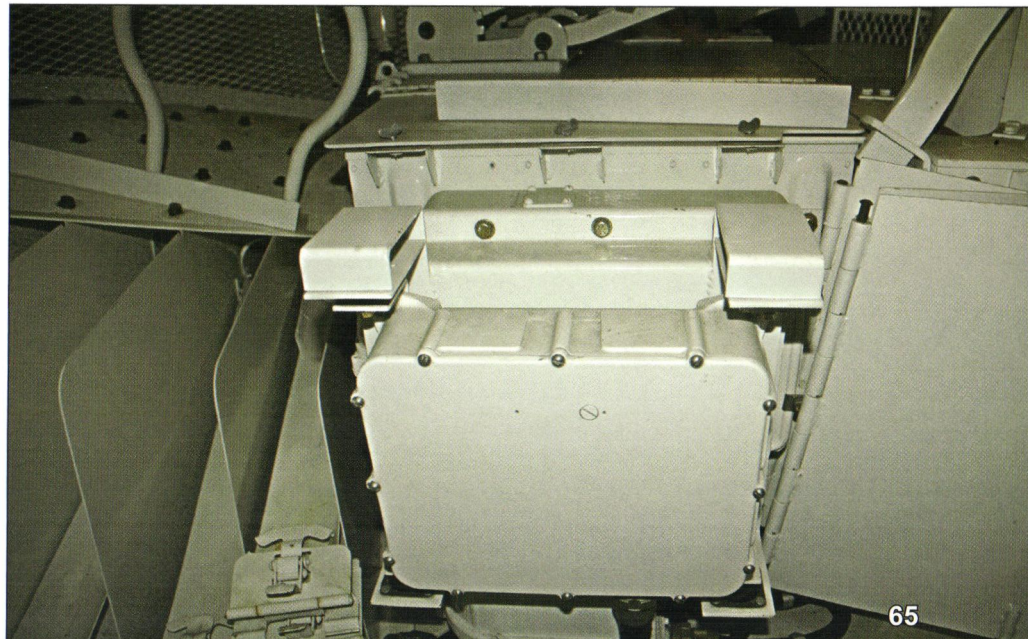
From top to bottom: HE M352; WP M361(smoke); and canister M363. The M352 HE round is used against unarmored targets such as buildings. The M361 WP smoke round is used for screening, spotting, or incendiary purposes. The M363 canister round is for anti-personnel use.

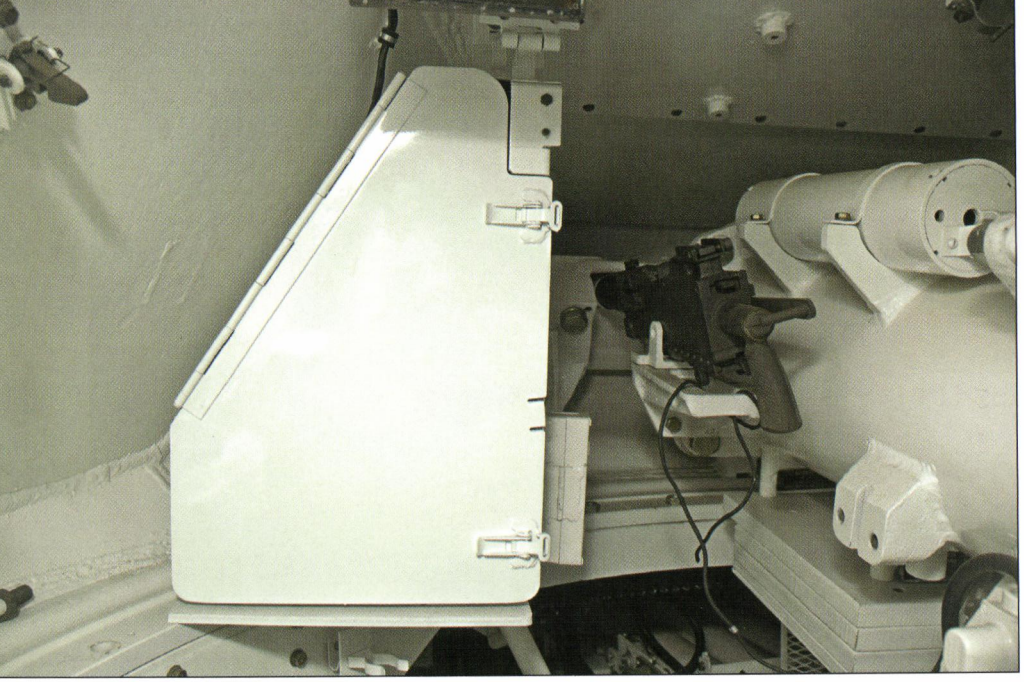




Below the commander's seat in the M41 and M41A2 is the electric power pack for the turret traversing and gun elevation system. When this system was unable to meet Army specifications of placing the main gun on target within five seconds of making the decision to engage, a faster oil gear system was developed. Vehicles equipped with the oil gear system were designated M41A1.

In the M41 and M41A2, electric power is relayed to the traverse and elevation motors through the pulsing relay control box located next to the ammunition racks.



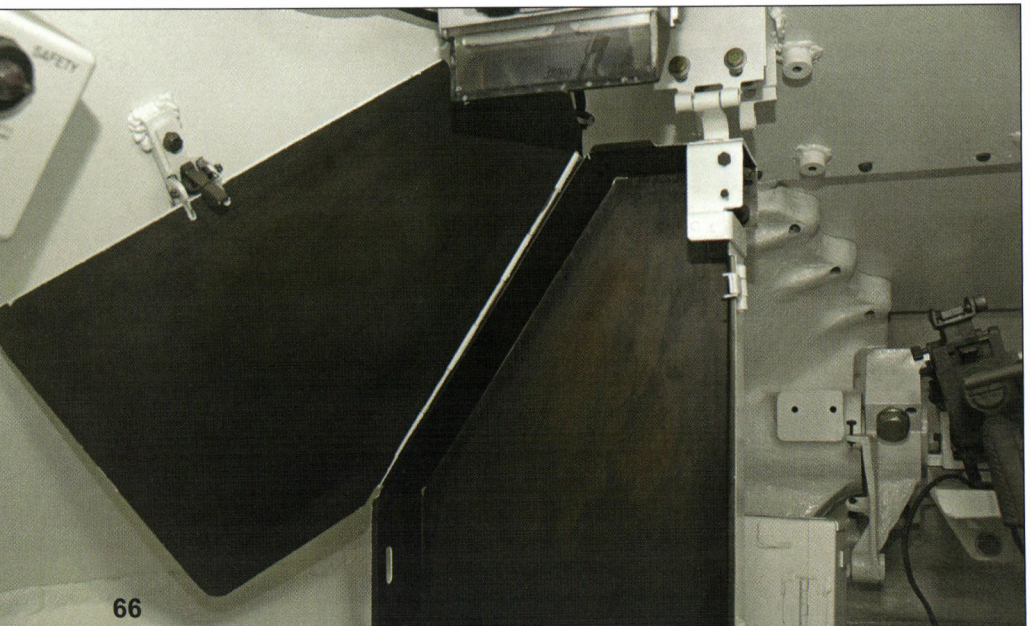


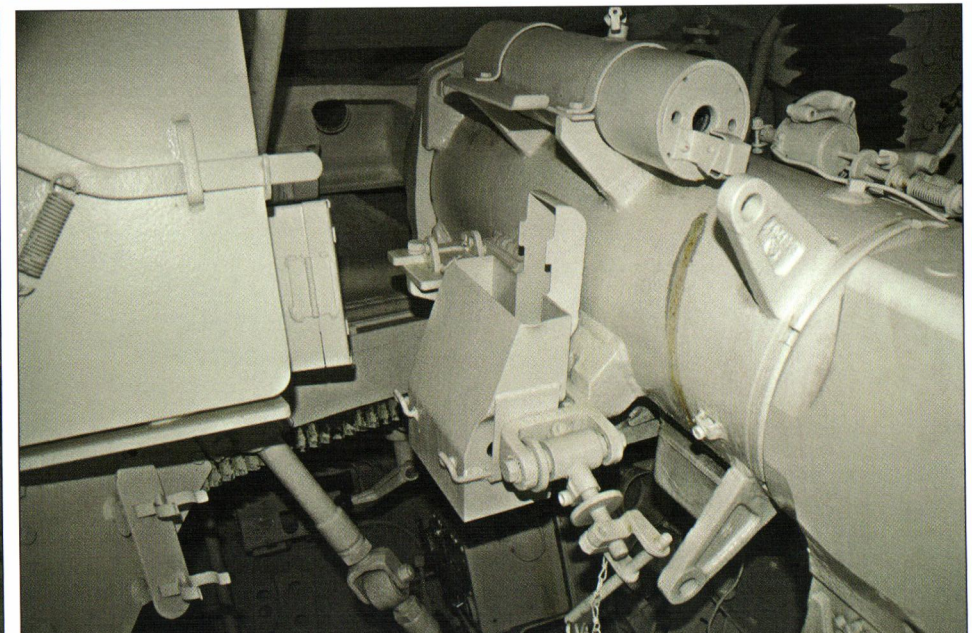
An ammunition magazine for the coaxial .30 caliber machine gun is mounted on a bracket in front of the loader. Two latches on the left side of the magazine secure the magazine door closed.

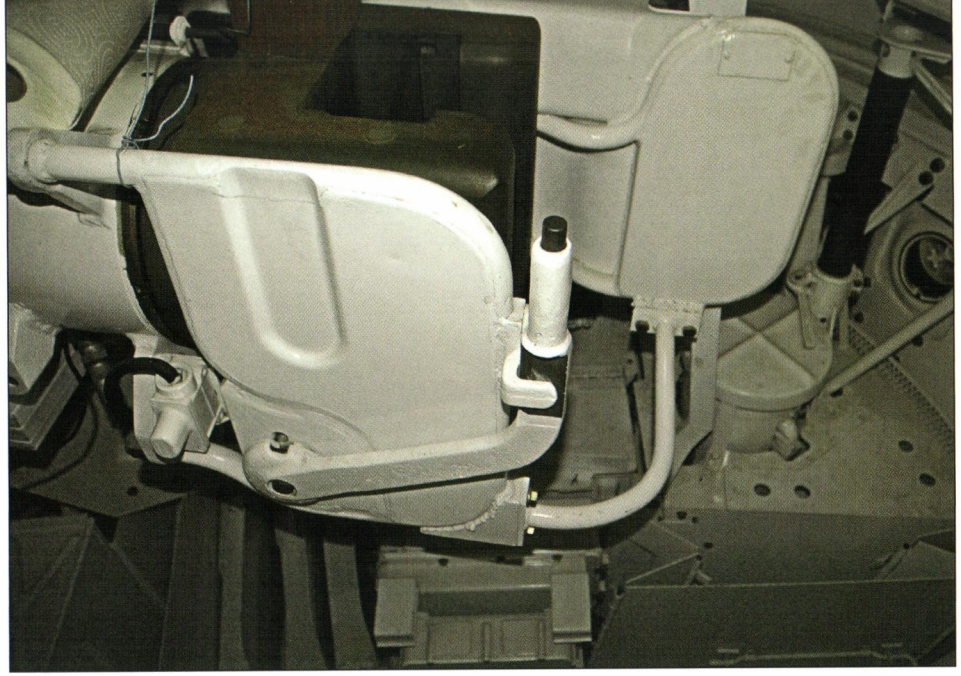
The ammunition belt runs through a feedway located on the upper right corner of the magazine and into the machine gun. A latch on the turret wall holds the magazine door open.

The M32 76mm gun and M1919A4E1 .30 caliber machine gun are mounted in the Combination Gun Mount M76 on the M41/M41A2, and in the Combination Gun Mount M76A1 on the M41A1/M41A3. Seen here is the coaxial machine gun.

A spent link bin for the coaxial machine gun is mounted next to the main gun. The traverse and elevation mechanism attached to the rear of the machine gun aligns the machine gun with the main gun.

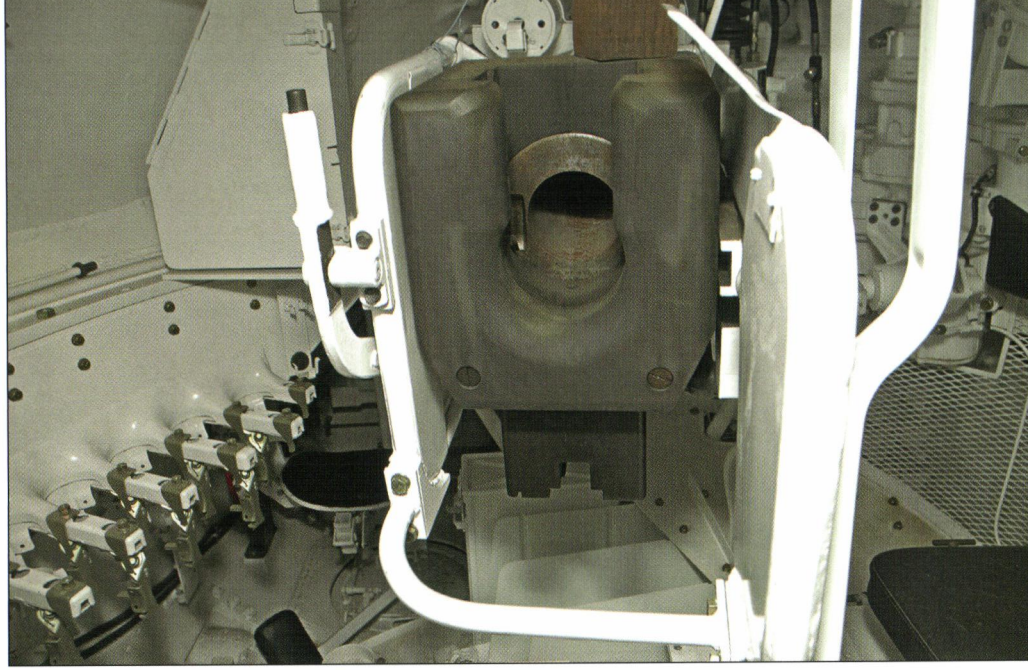






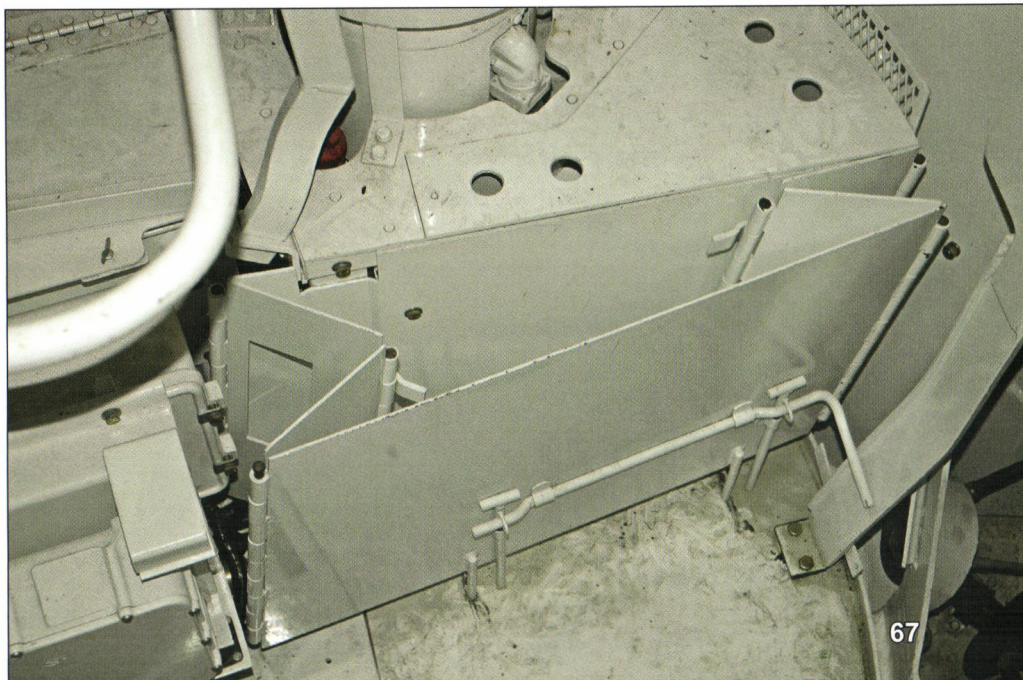
A pair of recoil guards flank the gun breech. They protect the turret crew from the recoil of the main gun when it is fired.

The breech operating lever is used to open the breech when initially loading a round. Pushing the button and pulling the lever downwards opens the vertical sliding breechblock.



Upon firing, the breechblock automatically opens and extractors eject the spent cartridge case. The extractors then lock the breechblock open until a new round is loaded into the chamber. Loading the round trips the extractors and closes the breechblock.

The multi-piece, spent-cartridge bin in the M41 and M41A2 folds up against the raised portion of the turret floor when not in use.



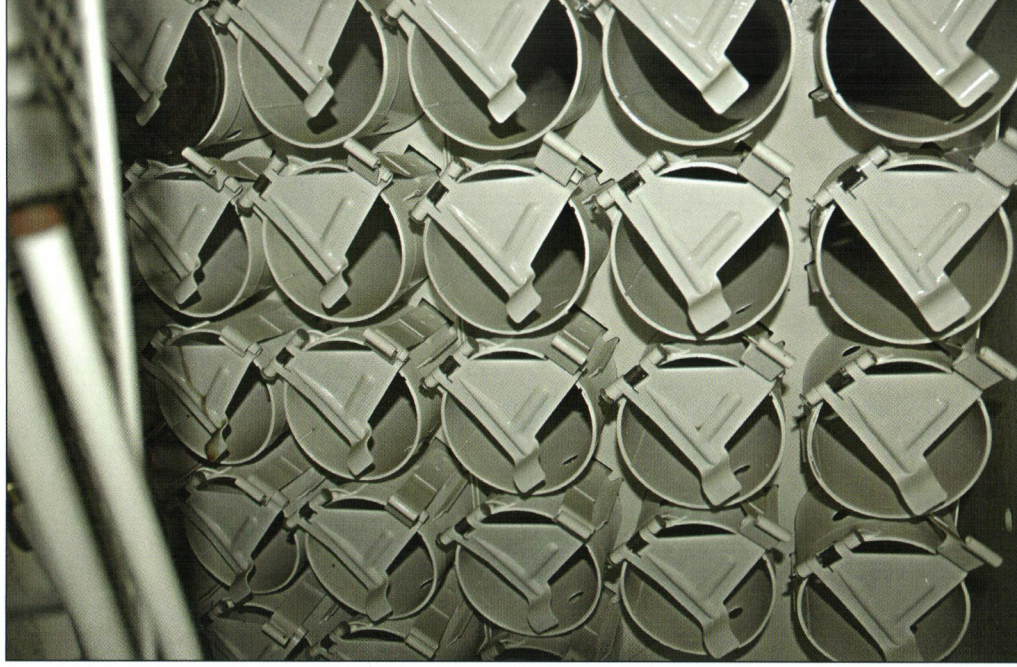
Two locking pins inserted into the turret floor hold the spent cartridge bin open for use. The access cover to the right of the spare cartridge bin facilitates inspection of the engine's left side air cleaner.

The spent cartridge bin could hold as many as 11 empty cartridges before it had to be emptied.

The spent cartridge bin used in the M41A1 and M41A3 consists of two plates: a rear plate and a side plate. When not in use, both plates fold down with the rear plate resting on top of the side plate.

A locking pin control lever is used to engage the locking pins into clevis pins on the rear plate and on the turret floor ammunition rack.

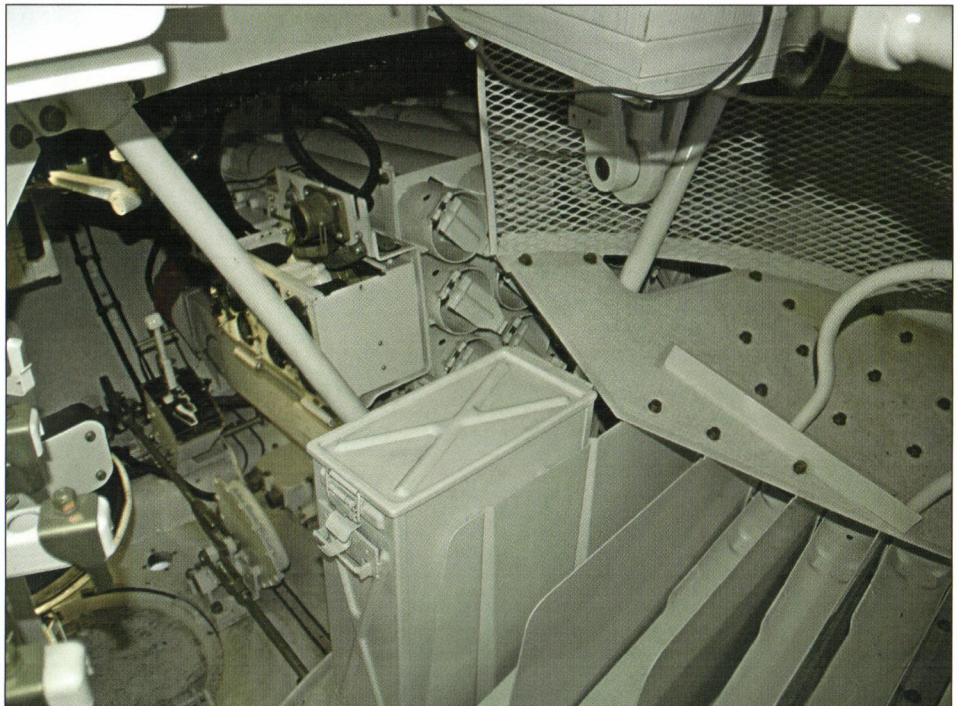
The rear plate of the M41A1/M41A3 locks upright and deflects spent shell cartridges into the cartridge bin.

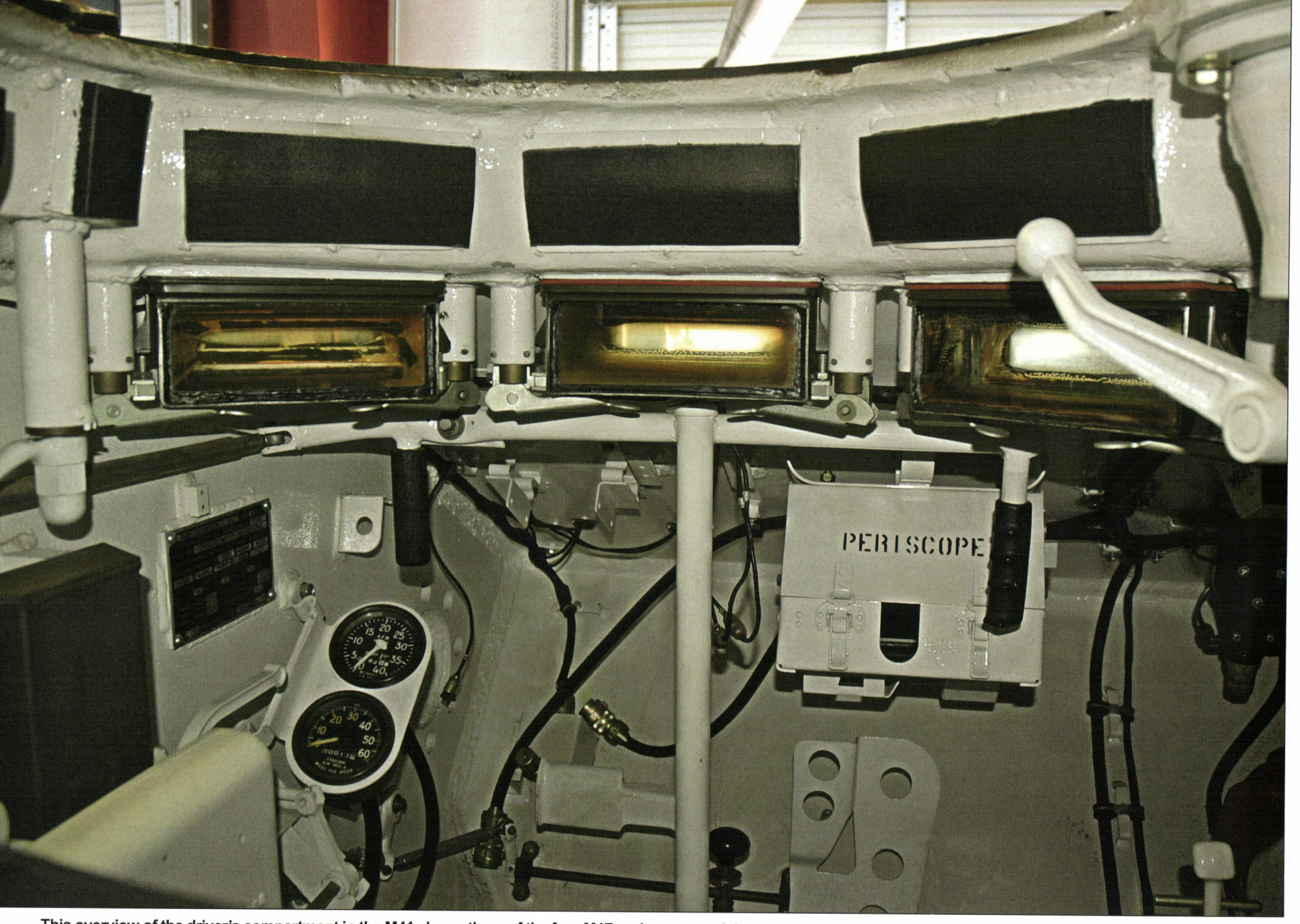


The hull ammunition racks are only accessible when the turret is traversed to the rear.

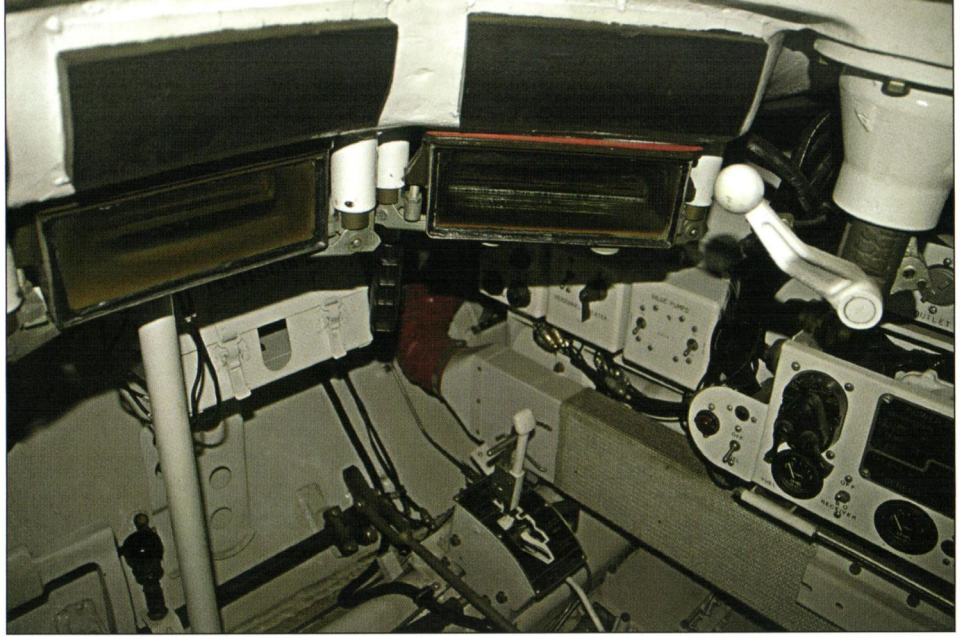
There is an additional ammunition bin for the coaxial machine gun in front of the turret ammunition rack on the M41 and M41A2.

On both sides of the rear bulkhead are access covers that allow inspection and maintenance of the engine air cleaners. The left side access door is seen here held shut by its locking lever. A 10-pound capacity, fixed fire extinguisher is to the right of it.

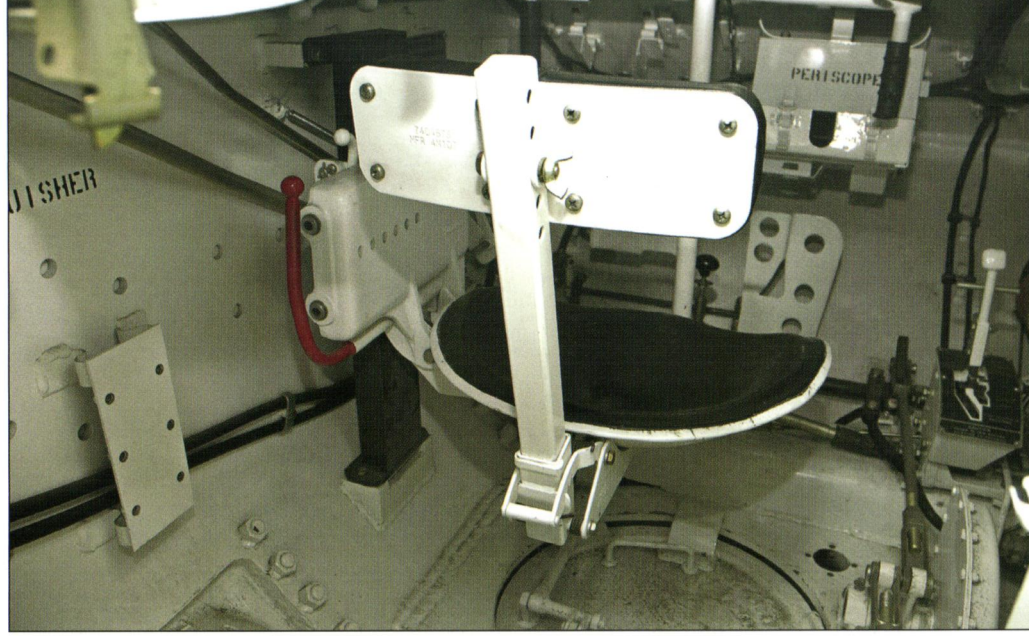




This overview of the driver's compartment in the M41 shows three of the four M17 periscopes and the steering control crossbar. Behind the steering control crossbar is a storage bin for spare periscopes. Under the bin is the accelerator pedal. The white painted handle on the upper right of the photo is the driver's door control lever.



Padding for the driver's head is provided above each of the M17 periscopes. Below the right side periscope is the control lever for the transmission range selector. To the lower right is the driver's instrument panel.



The driver's seat has a removable, padded backrest. The driver can adjust the backrest up or down by using a handle mounted at its base. Underneath the driver's seat is his escape hatch.

A form-fitting, padded seat was provided for the driver. The red handle on the right of the photo is the release handle for the driver's seat. On the left are the brake control linkages. Running from left to right, behind the driver's seat, are the torsion bars for the intermediate front road wheel stations.

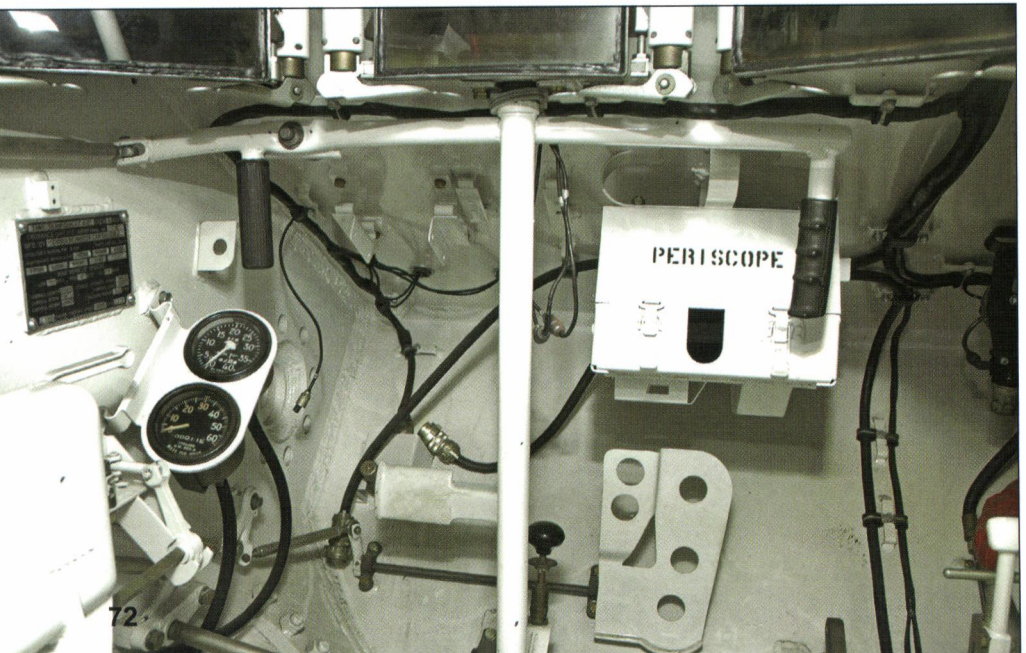
When the driver pulls the red seat release handle, the seat drops down to allow him access to the escape hatch below. To the right of the seat release is the small, curved horizontal-control handle. On the far right is the vertical-control handle. The driver uses these two handles to adjust the height of his seat and its distance from the pedals.

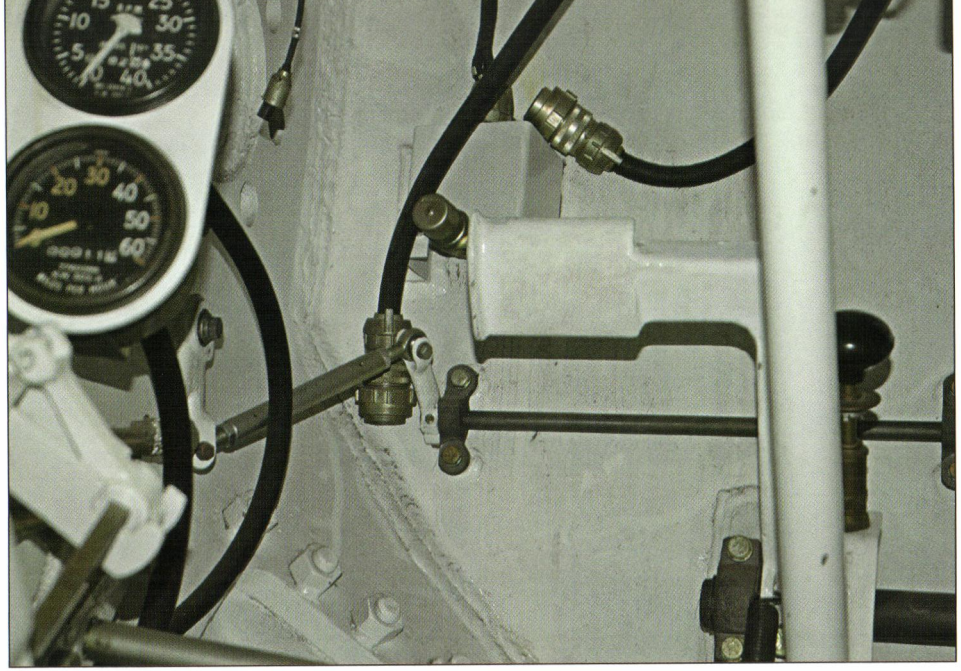
Pulling on the belly hatch release lever allows it to drop to the ground and provide a covered exit for the driver. A pair of handles are welded to the cover to make easier for the vehicle crew to reinstall it.

From vehicle 2,453 through the end of M41 series production, a control bar with horizontal handgrips is fitted. Not only is this arrangement stronger than that on the previous control bar, it also reduces driver fatigue.

The driver's steering control crossbar on the first 2,452 vehicles is fitted with vertical handgrips. Early in production, however, it was found that the grips tended to fracture. Consequentially, the grips on vehicles 602 through 2,452 were reinforced. Behind the right hand grip is a bin for stowing spare periscope blocks.

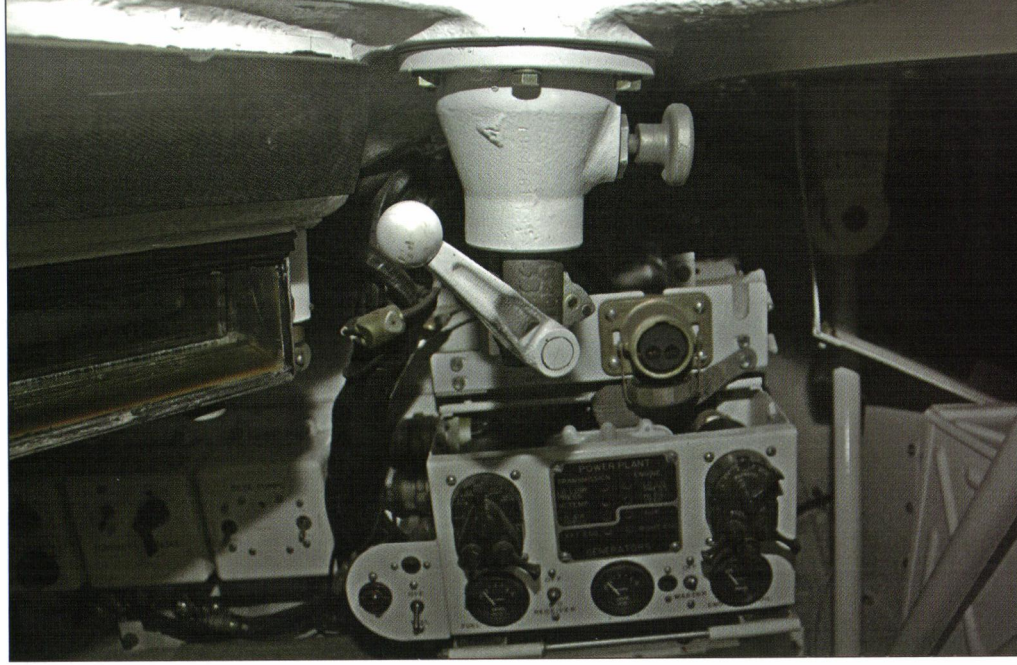
Located to the left of the control bar are the tachometer (top) and speedometer (below). Early production vehicles had only a single gauge in this position: a combination tachometer and speedometer. The empty bracket above the tachometer is for the hand throttle control knob (which is present in the photograph above).





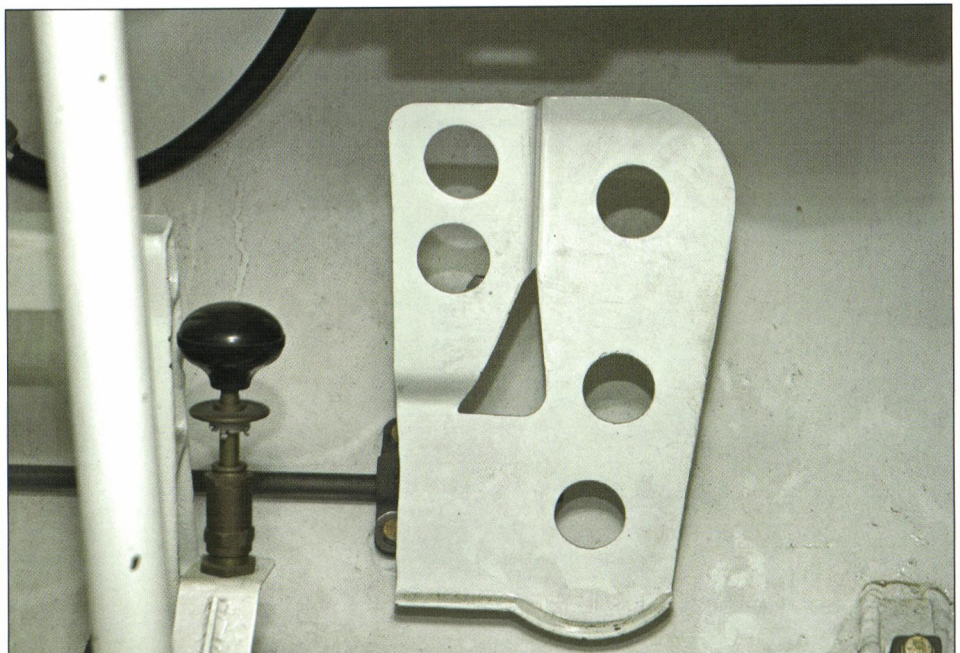
The brake pedal is mounted on the floor to the left of the control bar. The linkage below it is for the accelerator pedal while the small button above it is the headlight dimmer switch.

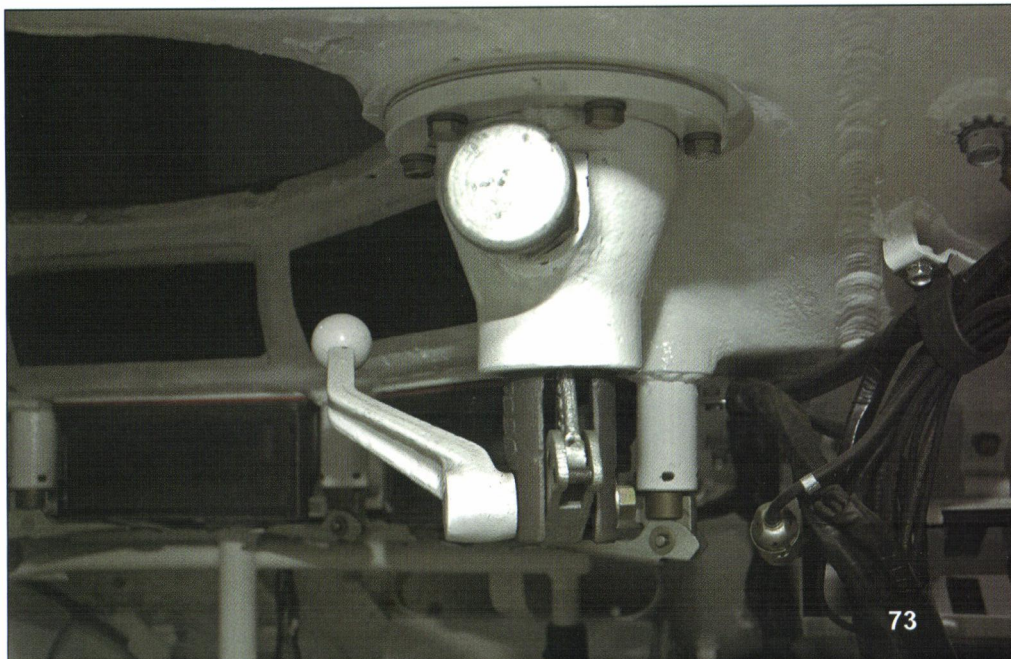
To the right of the control bar is the accelerator pedal. The black knobbed handle is the primer pump handle. It is found in this position only on early production vehicles. Later vehicles have it mounted horizontally in front of the driver on the front upper hull plate.



The driver's door control on early vehicles consists of a control lever and a locking plunger, which is the metal knob above the lever.

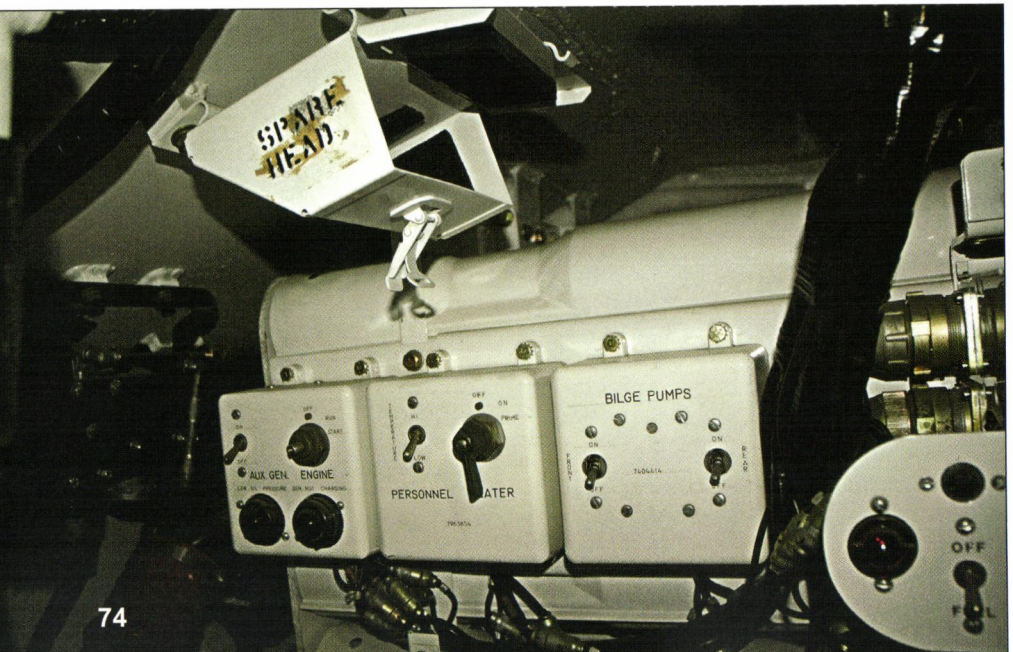
To open the hatch, the locking plunger is pulled out while the lever is pulled downward and rotated one-half turn to the right to engage the locking catch. To close it, the lever is pulled downward until the door clears the catch. Then, the lever is turned until the door is over the hatch opening and then the lever is raised to drop the door.

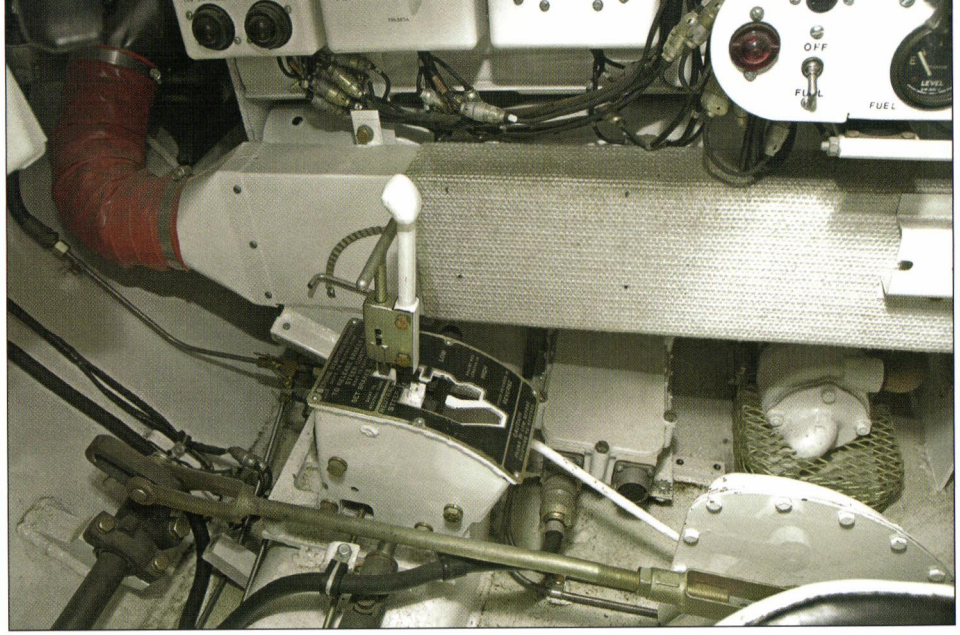




Located on the driver's right is the instrument panel. On the left side of the panel is the driving light switch assembly. The assembly on the right side has the starter, magneto, booster, and fuel cut-off switch. Between them is the warning light panel. The gauges below them are the left and right fuel tank gauges and the oil pressure gauge. On top of the panel is a pair of power outlet receptacles.

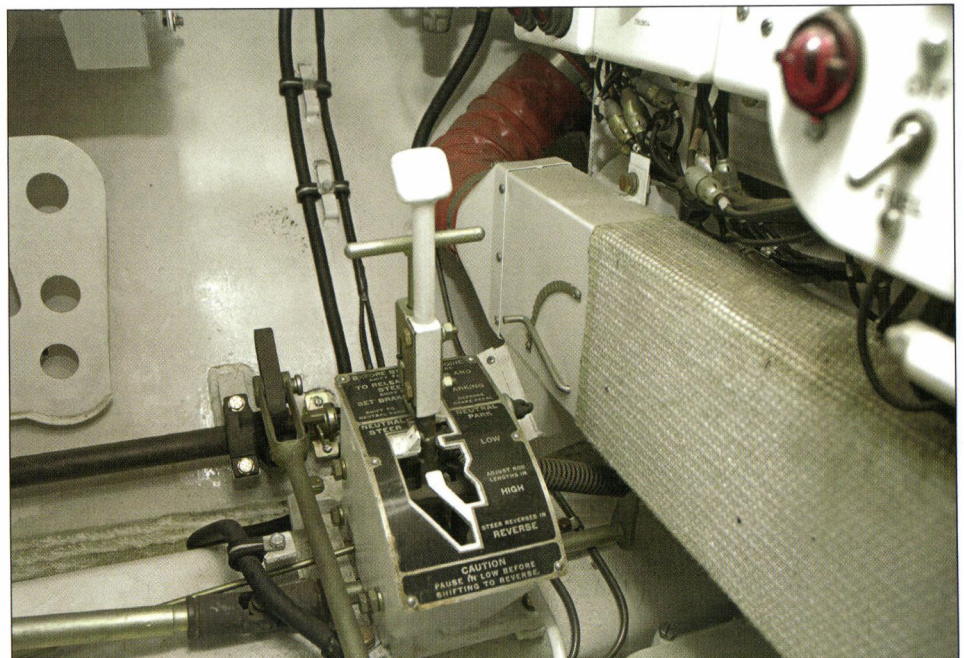
To the left of the instrument panel are the control boxes for the two bilge pumps, the personnel heater and the auxiliary generator and engine.

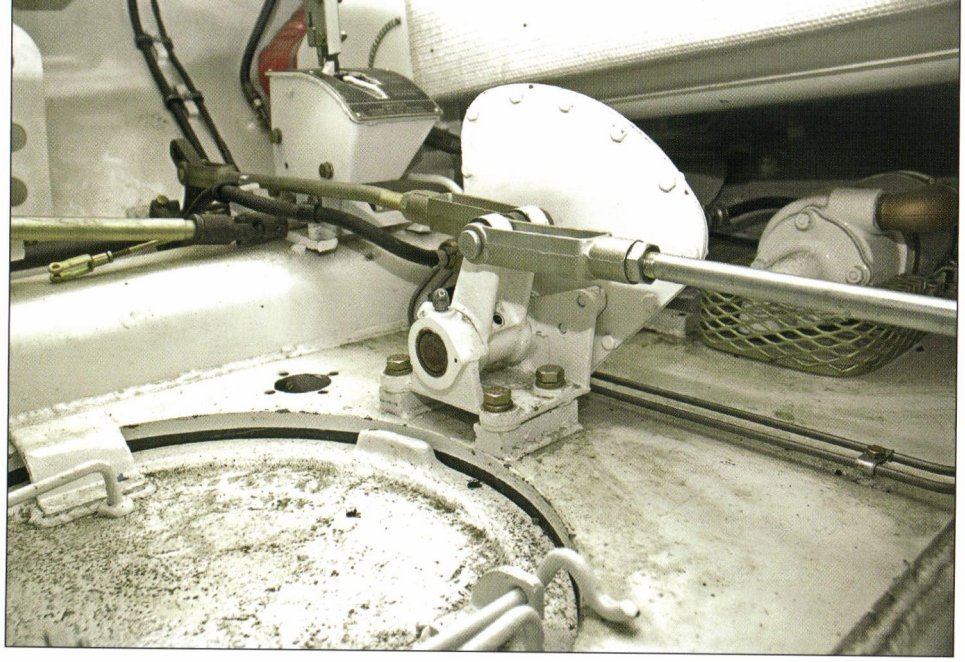




The range selector control lever is located to the right of the driver. Behind it, is the duct for the gasoline-burning personnel heater. On early model vehicles, the personnel heater control box was mounted forward of the instrument panel. On the right side, below the heater duct, is the front bilge pump.

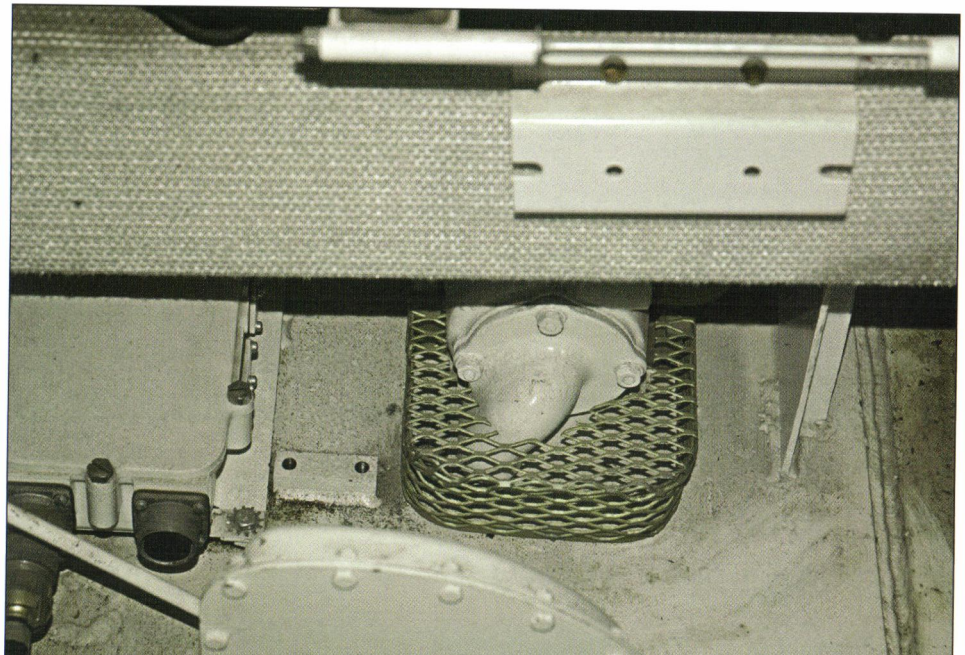
The white painted lever allows the driver to select one of five different transmission driving ranges: neutral park; neutral steer; low; high; and reverse. The front control rod of the brake control linkage assembly is to the left of the range selector.





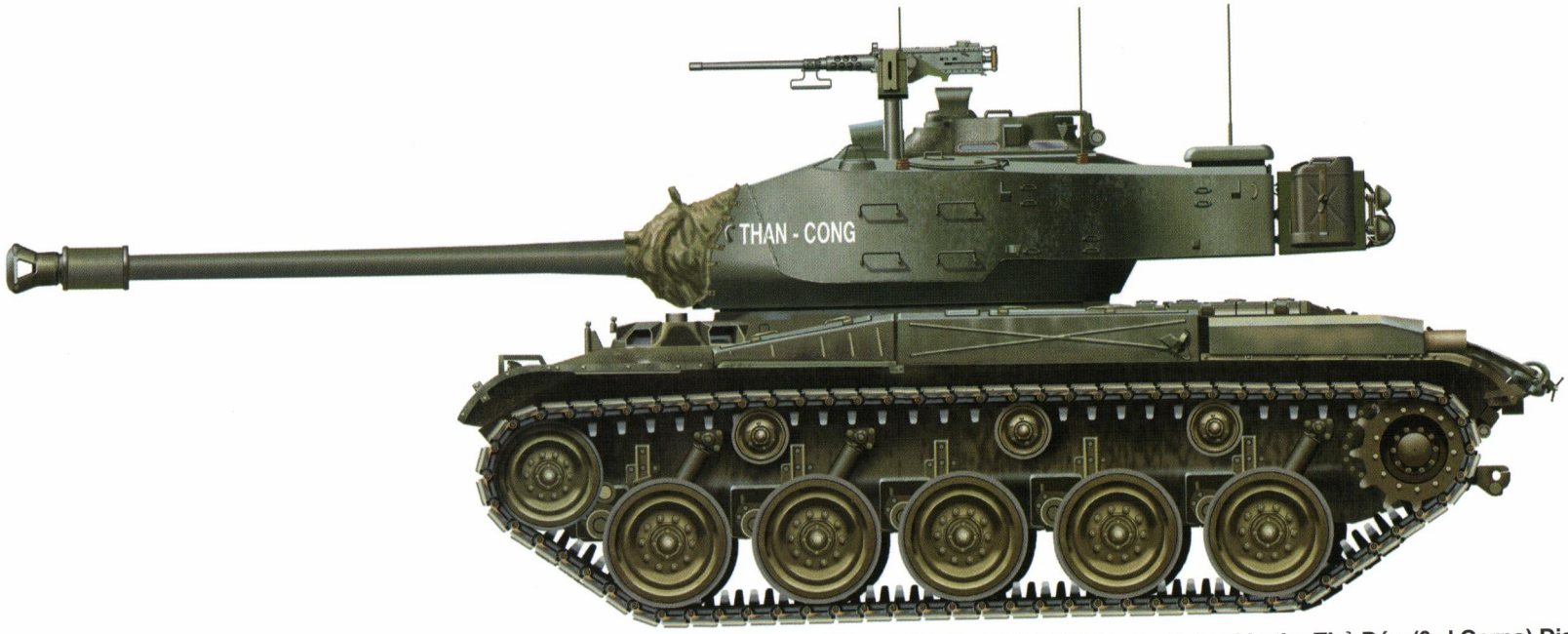
The brake control linkage assembly is located to the right of the escape hatch. It connects the brake pedal to the transmission.

Below the heater duct is one of the tank's two bilge pumps. The bilge pumps are used to empty the hull of water when needed. Vehicles up to and including number 261 were built with the pumps in place. All vehicles after number 261 were built with the mounting brackets only.



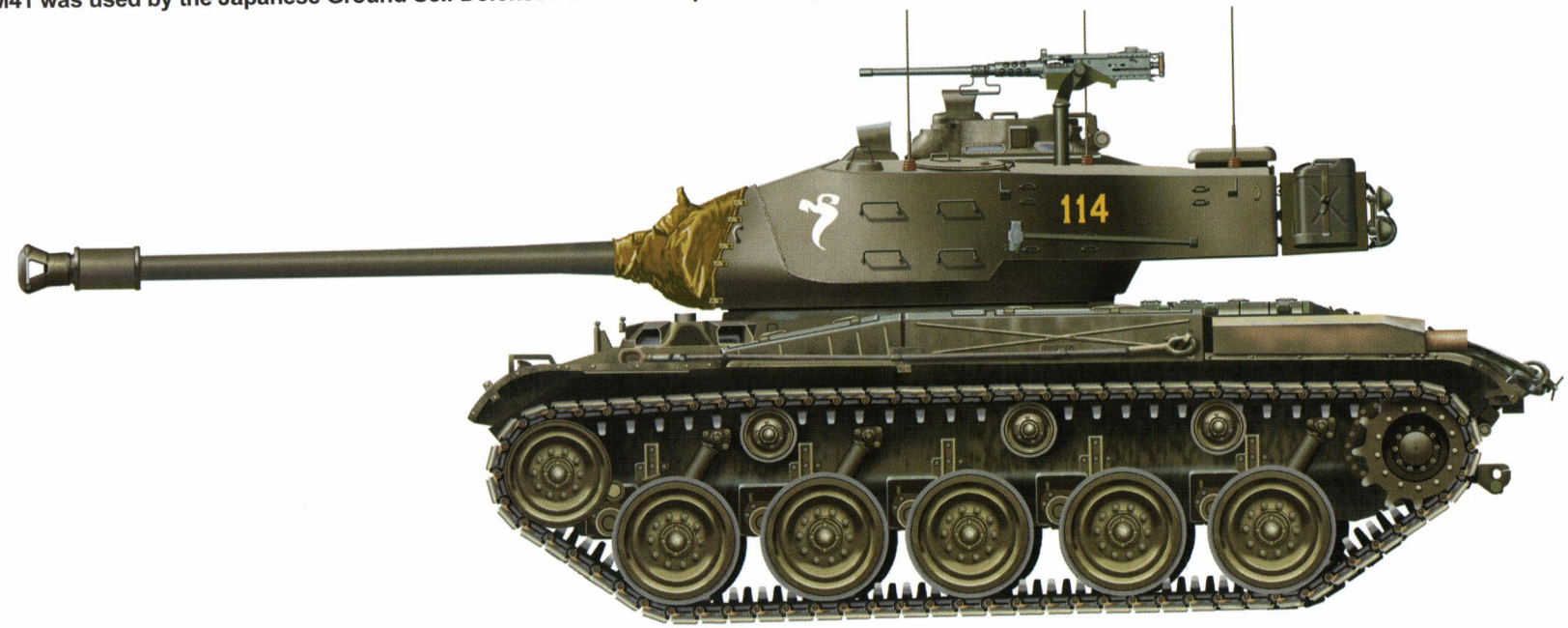
Ten torsion bars run across the bottom of the hull. Covers are provided for the torsion bars to prevent crewmembers from being injured by them. Seen above the torsion bar cover is the driver's escape hatch.

While one end of the torsion bar connects to the road wheel supporting arm on the outside of the tank, the interior end fits into a torsion bar anchor. The anchor retainer is held in place by six hex head bolts.

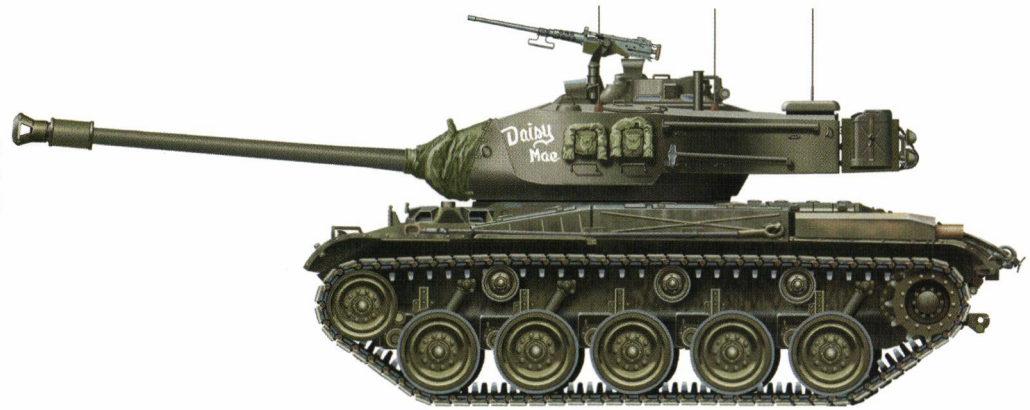


This M41A3 was operated by the U.S.-backed South Vietnamese "Army of the Republic of Viet Nam" (ARVN) Armor School in the Thủ Đức (3rd Corps) District during the period between 1965 and 1968. "Thần Công" has been translated as meaning "divine attack" in Vietnamese.

This M41 was used by the Japanese Ground Self Defense Forces 1st Squadron, Fuji Armor School in Japan in 1978. Japan had already received nearly 150 M41s by 1961.

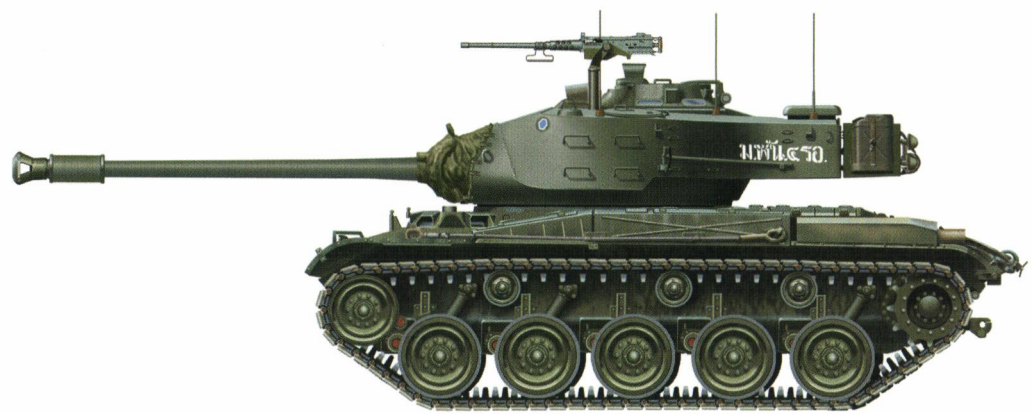


This M41A1 of the Kentucky Army National Guard's 240th Tank Battalion helped keep order in Clinton, Tennessee, after riots incited by segregationists threatened the Federally mandated racial desegregation of Clinton High School in September 1956.

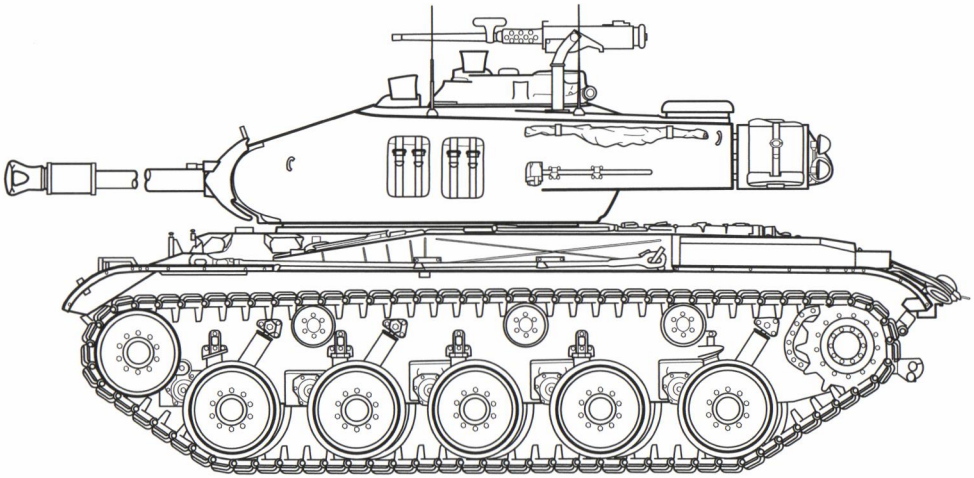


Daisy Mae, an M41 belonging to the Philippine Army's 1st "Tabak" Division, takes part in a military parade in Manila's Luneta Park in June 1961.

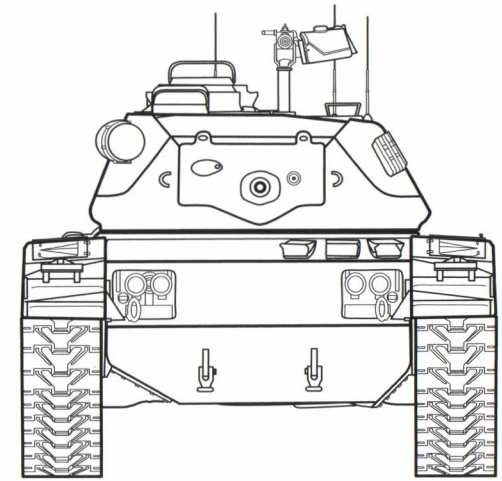
With the "Vietnamization" policy of U.S. President Richard Nixon well under way and American involvement in the Indochina war winding down, the ARVN's 20th Armor Regiment operated this M41A3 in Quảng Trị Province near Vietnam's "Demilitarized Zone" in 1972.



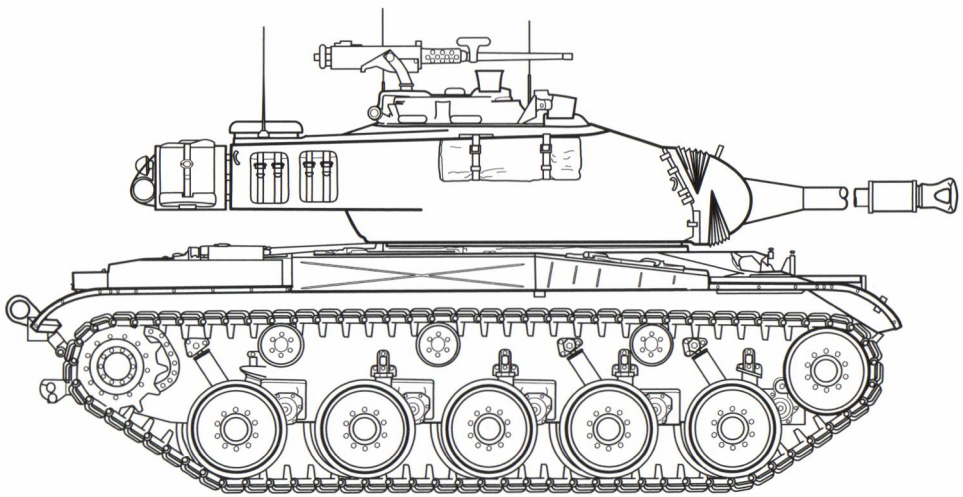
This M41A3 is one of the Thai army tanks that took control of Bangkok in the course of the military coup that overthrew the democratically elected government of Prime Minister Thaksin Shinawatra in September 2006.



Side



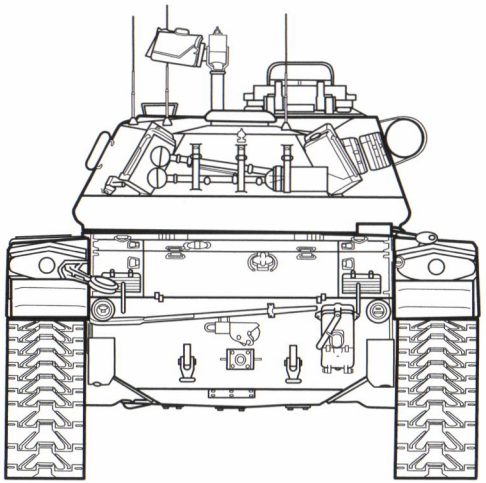
Front



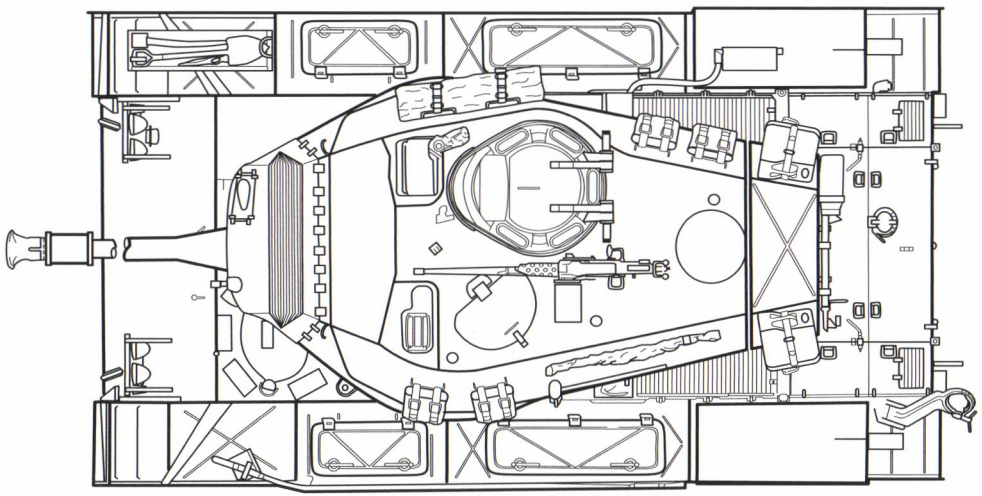
Side

M41 Bulldog Specifications

	M41/M41A1	M41A2/A3
Crew	4	4
Length	26.9 feet	26.9 feet
Height	8.9 feet	8.9 feet
Weight	51,796 pounds	51,796 pounds
Armament		
Main	76mm cannon	76mm cannon
Secondary	One .30 cal. coaxial MG, one .50 cal. MG on turret roof	One .30 cal. coaxial MG, one .50 cal. MG on turret roof
Engine	Continental AOS-895-3, 500 hp	Continental AOS-895-5 fuel injected, 500 hp
Speed	45 mph	45 mph
Range	100 miles	110 miles; 280 miles with jettison tanks



Rear

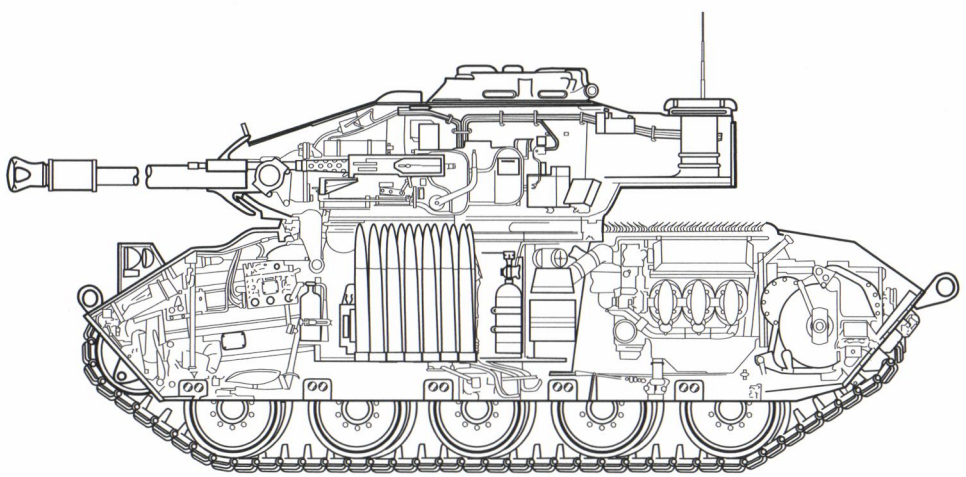


Top

User Countries

Austria	42	Somalia	N/A
Belgium	135	South Vietnam (by 1973)	214
Brazil	286	Spain	180
Chile	60	Republic of China (Taiwan)	675
Denmark	53	Thailand	200
Dominican Republic	12	Tunisia	10
Guatemala	12	Uruguay	46
Japan	147	United States	3,000+
Lebanon	20	Vietnam (seized from ARVN)	30
New Zealand	10	West Germany	602
Philippines	7		

Total produced all types	3,729
M41	1,803
M41A1	1,926 + 428 converted from M41



Cutaway

The Walker Bulldog served its crews faithfully as the primary light tank of the U.S. Army during the 1950s and early 1960s. Replaced by the M551 Sheridan in the late 1960s, it never saw combat in U.S. service, but has proved to be an effective combat vehicle in the hands of our allies and is still serves in several armies today. (John Adams-Graf)

ISBN 978-0-89747-643-0
90000
9 780897 476430

Squadron Signal® Publications

Don Greer 2010